

ARCHITECTURE DEPARTMENT

CHINESE UNIVERSITY OF HONG KONG

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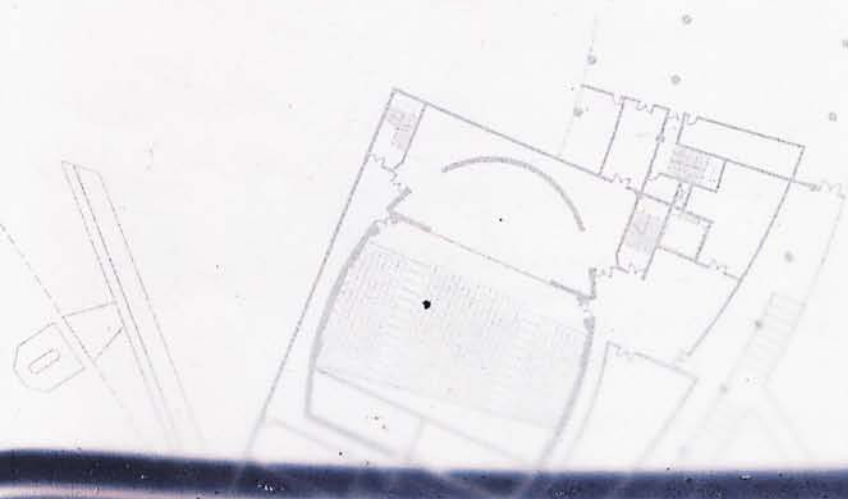
DESIGN REPORT

**DISCOVERY OF IDENTITY –
NORTH POINT WATERFRONT REDEVELOPMENT**

WONG Winnie April 1999



creating a focus for the community
strengthening the identity



discovery of identity -
north point waterfront redevelopment

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Acknowledgement

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PART 1

1. Issues & Goals

1.1 Preamble

Hong Kong has hitherto been undergoing continuous development. Certain developed districts are subjected to decay as compared with that of the surrounding development. North Point, according to its physical location and time, is located at a transitional position. Due to the development of Causeway Bay and Quarry Bay, North Point is subject to a chaotic change. Besides, the connection with the opposite coastal area, southeast Kowloon, which will undergo subtle redevelopment due the relocation of Kai Tak Airport, also contributes to the development of North Point. Thus, my thesis is started from the study of the district, which will lead to the choice and development of the site, North Point Ferry Pier.



Coastal area of Victoria Harbour



Huge population in North Point



King's Road, main street cutting through the district

1.2 Why choosing North Point?

Along the northern coastal line of Hong Kong Island, each district has its own identity. Sai Wan and Sheung Wan have a lot of traditional Chinese businesses. Central is the central business district of Hong Kong. Wan Chai is developing into a business district as a support of Central. Causeway Bay is a shopping paradise. Quarry Bay is changing into a new business centre. Taikoo contains a lot of residential complex. North Point, which is located between Causeway Bay and Quarry Bay, under the transition location of development, seems lacking its own identity. Although there seems to be enough public facilities to satisfy the basic living of people, such as market, indoor sports centre, library and shopping arcades, it merely highlights the rupture of a focus and hypo-identity. In recent years, North Point has started various redevelopments, and a lot of new high-rises are being built in between old buildings, which gives people a chaotic impression.

Moreover, North Point is just located opposite Kowloon Peninsula across Victoria Harbor. Due to the relocation of the Kai Tak Airport, southeast Kowloon will undergo huge redevelopment. About 840 hectares of the urban hinterland will be restructured. From the Outline Master Development Plan (OMDP), the land-use strategy will provide for a balance allocation of commercial, residential and industrial activities. The prime waterfront areas are devoted for a mixture of high value hotels, offices, retail uses and housing. The linkage between North Point and southeast Kowloon is an important influence for the development of North Point district, such as creating a tourist spot.

From the above factors,

**"creating a focus for the district
and strengthening the identity of North Point"**

is the theme of my thesis.



Coastal area of North Point



Under utilized Ferry Pier



Existing seafood stalls in the pier



Better waterfront design is required



Providing service for the public at leisure time

2. Project Summary

Site: North Point Ferry Pier and Bus Terminus
Programme: North Point Assembly Hall
Seafood Market
North Point WaterBus Landing
Waterfront open space design

Through the information from statistics of Provisional Urban Council, based on the research on the cultural and entertainment needs of people in North Point and Eastern District, an Assembly Hall is proposed to provide cultural and entertainment facilities for the district. The scale of the hall is for district wide service. Moreover, subject to the features and characteristics of the North Point, the hall should provide other public services apart from the cultural and entertainment facilities. These included study rooms, lecture rooms and library. In addition, as North Point has a strong heritage of different Chinese, a Chinese TeaHouse is added to the Assembly Hall. Chinese Tea is a main part of culture of China. Different places have their own special species of tea. It is one of the possibilities to represent culture of different places of China and Chinese people.

For the development of Market, it is generally divided into two zones, the wet zone and dry zone. The wet zone is the seafood market and the dry zone is for sale of art and crafts. As the condition of North Point Ferry Pier is deteriorating, re-housing the seafood market is needed to upgrade the existing service. Besides, as the seafood market is also a landmark of the district, further promotion of market can strengthen the symbolic meaning of the market to the district. There are two aspects for selling art and crafts goods. One is to support the Assembly Hall and promote art and culture, the other is to strengthen Chinese heritage through sale of Chinese traditional art and crafts goods. The sale can include the work of students or teachers taking part in lessons in the Assembly Hall.

With the usage rate of the existing ferry services in North Point is declining and the place is under utilized, it is intended to introduce a new form of ferry service and operation. The service of WaterBus is smaller scale water transportation. The capacity of ships is smaller but it can serve more routes to different location of the coastal area, such as Tsim Sha Tsui. It is similar to the water taxi in Venice of Italy. It can act as a tourist attraction as well as providing service to public with suitable kind of capacity.

3. Conclusions

This project starts from the study of the district, North Point. From the research being carried out, facilities which can satisfy the need of the public and enhance the existing living quality are incorporated into the programme.

In order to create a focus for the district, the development should become an attractive place for local residents. Thus, the programme includes social facilities, such as library, assembly hall, workshops and restaurants, etc., to create a daily gathering and meeting place for people living in North Point.

On the other hand, as the project has to strengthen the identity of North Point, the development also requires to express the qualities and features of the district. The seafood market is retained and seafood restaurant is also added, in order to further develop this feature of North Point. Moreover, the Chinese tea house represents integration of various cultures of different tribes of Chinese living in North Point. These can highlight the existing identity of the district.

As the development is located at the prime waterfront location of Hong Kong, it will become another symbolic spot of Victoria Harbor. Thus, the expression of architectural design contributes to tremendous effect of Hong Kong waterfront. The form of architectural design is important in this project to create a symbolic spot in the Harbor. The design is intended to break away from the regular urban planning and architectural design of the district.

In addition, the development also need to enhance the surrounding contextual environment, such as the North Point Estate. Thus, the relationship between the existing and new development should be adequately connected. The preservation of half of the bus terminus is intended to maintain the existing well established transportation network, together with the introduction of open space is intended to improve and better utilized the site.

Besides, the Island Eastern Corridor is also a main features of the site. Rather than avoiding using the space underneath it, it is trying to well incorporate and use the space below it, such as introducing better lighting quality. In such crowded space in Hong Kong, bridges fly over everywhere. Searching for a good solution can act as a sample of demonstration in other cases.

As a conclusion, the project is aiming to serve the society started from the public's own point of view. It can demonstrate the relationship of architecture and society, benefitting the users and started from the users themselves.

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North Point Bus Terminus

The open space development is also an important part of the whole project. As most local residents agreed the lack of open space in North Point, providing a place for leisure and refreshment in urban fabric is a necessity. Supporting the direction of development and waterfront amenities promoted by the government, better-utilized waterfront of North Point closely follow the policy. A better waterfront living environment is the wish of both public and government.



A lack of spirit of liveliness of waterfront



Proposed site of development North Point Ferry Pier and bus terminus

PART 2

4. Background & Process

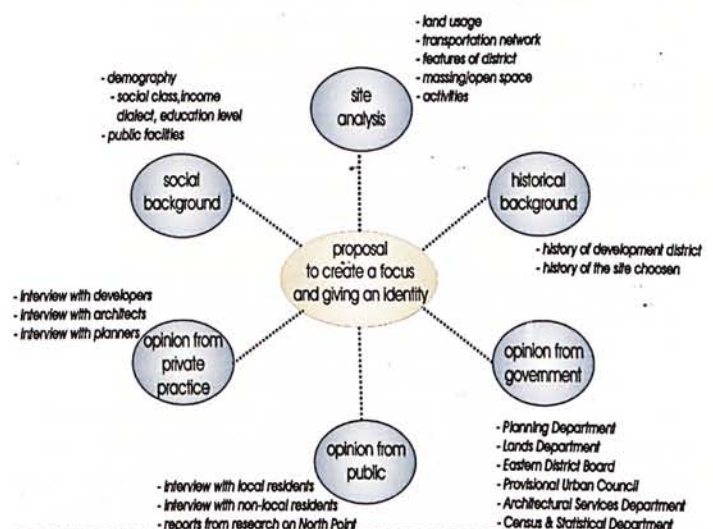
4.1 Methodology

The research of the project will start from the historical and sociological studies. As the theme of this thesis is to reveal the identity and focus of, North Point, studying about the background and features of the district are a must.

Then, guidelines from government departments will be studied for development potential of the district. Planning Department, Lands Department, Eastern District Board, Census and Statistical Department and Urban Councils, etc. will be consulted. Moreover, private practices, such as Dr. Tao Ho, Swire Properties will also be consulted to look at the issues from different directions.

The data being gathered will be analyze and site studies will also be carried out. At this stage, there should be a direction of the potential development on the site. The studies will carried on focusing about the potential development. The proposal of new development will be revised and modified continuously.

At the end of programming stage, a list of design criteria, such as goals and concepts of design and schedule of accommodation will be formed on two fields, the master layout plan and buildings development. The will form the base of future design.





1949



1963



1993

4.2. Background of North Point

4.2.1 Population

The population of North Point is identified within the area from the northern shore from north to the well-wooded slope rising to the Sir Cecil's Ride in the south, from east marked by Mansion Street/Java Street/Hoi Yu Street, to the area bounded by Gloucester Road/Wun Sha Street at west. The meaning of district is defined by the area above.

From the 1991 Census, the population of the district is 188,900. Through the 1996 By-Census, the population decreased to 165,030. It is expected to have a population of 182,000 after the full development of the district.

From 1996 By-Census, the percentage of people under 19 years old is about 20.9% and 22.05 % in North Point district and Hong Kong Island respectively. The percentage of people over 60 years old is about 15.83 % and 11.18% in North Point and Hong Kong Island respectively.

4.2.2 Historical Background

Before the arrival of the British, North Point was only a barren and solitary spot. Very few farmers and fishermen lived near the coastal area.

In 1919, a power station was built in North Point to support the service of power station in Wan Chai by the Hong Kong Electric Co., until the development of Ap Lei Chau power station in 1968. In 1930's the Government started reclamation projects in North Point and the districts started to develop. Factories and godowns were built and the sea transport was developed. Most of the godowns and piers were located at the present "Wharf Road", which reminds us the history of this area. In 1936, the main land transportation networks, King's Road was developed, which was an important connection for North Point to other districts.

In 1949, there was an influx of Chinese immigrants because of the civil war in China. A lot of wealthy people moved and settled in Hong Kong, especially those from Shanghai. Luxurious entertainment facilities were built, such as amusement parks - Ming Yuen, Yuet Yuen and Ritz Garden. Streets were named after the glamour history of these developments. Thus, North Point was called "Little Shanghai". A lot of businesses with Shanghai culture were established, such as Shanghai barbershops. Nowadays, few shops with Shanghai culture remain but there are still large number of Shanghai people living in the district as well as Fukien people.



old North Point

As North Point is one of the earliest developed districts, lots of legend existed, such as legends about the naming of streets, Tsz Tsz Mui Road, Electric Road, ... These all contribute to the cultural features of the district.

In the late 50s and 60s, there were many developments along the King's Road, such as multi-storey building. Most of these buildings were devoted for residential purposes. In recent years, a lot of these old buildings were demolished and new residential and commercial developments were established. The old image of "Little Shanghai" is fading away.

4.2.3 Social Background

North Point is a quite well utilized district with adequate amount public facilities. In 1993, 2 Urban Council complex were built at Electric Road and Java Road. The indoor cooked food centre and market stalls are intended to house the street market hawkers, in order to improved the hygienic standard of Marble Road and Chun Yeung Street. The Java Road complex includes 185 market stalls and 15 cooked food units. The Electric Road complex can house 113 market stalls and 5 cooked food units. There is also an old indoor market located at Tsz Tsz Mui Road next to Healthy Village.

In addition, the Java Road complex also includes indoors game centre, which provides active recreation space for residents of different ages. The Electric Road complex also includes a library, which can act as a support for the existing Urban Council library at Pak Fuk Road.



Chamber of Provisional Urban Council in 1998

4.3 Client Profile

Client: Provisional Urban Council

4.3.1 Background

Provisional Urban Council was re-constituted from the early Urban Council from July 1, 1997 because of the People's Republic of China resumed sovereignty over Hong Kong.

The history of the Council started in the year 1883, which was called the Sanitary Board at that time. In the 19th century, there was a global exploration for gold in western countries. A lot of Chinese, especially those lived in the southern part of China, left their home, through Hong Kong went to the west by ship. They had to wait for several weeks in Hong Kong before boarding. A lot of below standard squatters were built in a very dense way. The hygiene of those squatter areas is far below standard. Thus, the Sanitary Board was set up in April 1883 by the Government to help improving the hygiene standard of Hong Kong. Although, new infrastructures were proposed to be built but a conflict arose from cultural difference and slowed down the implementation of government work, which indirectly led to the uncontrolled spread of plague to Hong Kong in 1894. The spread of plague only totally disappeared until 1921. In March 1, 1935, the Sanitary Board was re-structure and re-constituted as the Urban Council. The Council was responsible for the cleaning and hygiene of Hong Kong until the Second World War.

June 5, 1946, the urban council was re-structured again. The job of hygiene was separated from the responsibility of the Urban Council. The Council was mainly responsible for the management of the cleaning of streets, hospice, public toilets, public bathrooms, public beaches and street hawkers. During late 40s, a lot of Chinese moved to Hong Kong and lots of below standard squatters were built. Because of Shek Kip Mei fire, 50,000 people became homeless. The Urban Council was responsible for housing people in need and demolishing squatters.

In May 1952, the number of directly elected councillors was increased to two. In late 50s, the Urban Council also responsible for the management of parks, leisure facilities and playgrounds. A population of 2 million covering an area of about 130 sq. meter in Hong Kong Island, Kowloon and new Kowloon were under the management of Urban Council. New public facilities under the management of Urban Council were built continuously, such as the Victoria Park, Animal and Botanical parks, public carparking and city hall. On April 1, 1973, the Urban Council



A Provisional Urban Council Complex
in North Point

became a financial independent association. All the councilors were citizens and elected by the public.

Currently, about 3.5 million people living in the urban area (53% of populations in Hong Kong) are under the municipal authority of the Council.

4.3.2 Organizational Analysis

The Provisional Urban Council is composed of 50 appointed members after the change of sovereignty in Hong Kong. 41 are Urban Councilors who have already served the Council before July 1, 1997.

The main responsibilities of the Urban Council are safeguarding the public health and providing services and facilities to upgrade the quality of urban lives. The three main areas of their work are public health services, leisure services and cultural services.

There are 14 Select Committees under the administrative control of the Council. All Council meetings have been made open to the public since September 1994. The Provisional Urban Council Meetings are held once a month and The Standing Committee of the Whole Council meets every two weeks. The Councilors will meet the public in the Council's Ward Offices.

The Urban Services Department acts as the executive arm of the Provisional Urban Council. Based on the 1997/98 Annual Report of the Urban Council, there are 17,156 staffs serving the Department, which contributes to the largest civilian government in Hong Kong.

There are four branches in the Department, Administration, Culture and Entertainment, Environmental Health, and Leisure Services. A Deputy Director heads each branch. The Culture and Entertainment Branch is much more related to the development of this project.

The Culture and Entertainment Branch is responsible for the operations and policy relating to major cultural venues and indoor stadia, community art centres, art festivals and cultural presentations, performing companies, museums and libraries, the Music Office, the Hong Kong Film Archive and ticketing.

There is a Culture Select Committee in the Council. Its function is related to the management of the Council's cultural venues and performing companies. It also administrate the Hong Kong Film Archive and the Music Centre. The Council aims to provide people with a mix of balanced and high quality programmes which includes music, dance, theatre and opera, performed by both local

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and visiting artists. The Council also provides funding for major local arts organizations, such as the Hong Kong Philharmonic Society, the Hong Kong Arts Festival Society, the Festival Fringe and the Hong Kong Arts Centre. The main cultural venues run by the Council includes the Hong Kong Cultural Centre, the City Hall and 4 community Arts Centres.

In order to improve the standard and activities provided by the Council, a five year plan on promoting cultural functions was endorsed by the Culture Select Committee in September 1997.

4.4 Mission and Goals

Mission:

To strengthen the identity of the district and create a focus in North Point.

Issue1: Image

Goals:

- The development should have an attractive image for both local and non-local residents.
- The image of the development should express the identity of the district, which acts as a symbol of the district.
- As the development is at the prime waterfront location, the image of the development should be attractive as a new landmark of Victoria Harbor.
- The development should revitalize the sense of belonging for the local residents
- The image of development should respond to the surrounding context, not to spoil the existing environment.

Issue2: Interaction

Goals:

- As the development aims to be a focus to the neighborhood, it should act as an adhesive force to bound the public together and enhance the interaction among neighborhood.
- The development not only respond to the surrounding environment but also enhance the connection and interaction of the waterfront area with the hill side area along the north-south axis.
- As the ferry provides transport service between North Point and south-east Kowloon, the interaction between opposite coast should be better developed.
- The development should provide a place for daily interaction of the public.
- The open space design is important in the development and the interaction between interior of buildings and external environment should be well considered.
- The building should interact with the harbor to attain the quality of waterfront development.

Issue3: Mood/Ambience

Goals:

- The site is the limited open space in the urban fabric of North Point. The development should create a mood of leisure and relaxation to the public from the crowded and busy living environment.

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- The development should reveal the relationship with waterfront, sense of nature, freedom and openness.
- The development should give a sense of celebration to reveal the bustling atmosphere of the past of North Point.
- The Assembly Hall should express the spirit of culture and art, not only interior but also outdoor environment
- The market should release a festive atmosphere, welcome visit of neighbors and outsiders.

Issue4: Environmental Impact

Goals:

- The development should respond to the environmental problems created by the Island Eastern Corridor, in order to improve the existing environment.
- The development should also respond to the environmental issues of waterfront in the Hong Kong.

Issues5: Circulation

Goals:

- The site should have good connection with other transport facilities nearby to attract more visitors to the development.
- Pedestrian circulation should be clear and convenient, to direct people from inner district to the waterfront.
- Easily way finding, especially inside large complex.
- The circulation of the Assembly Hall should allow smooth flow of pedestrian before and after performance.

Issues6: Convenience

Goals:

- The site should have good and easy access in order to attract the neighborhood residents to visit and utilize their leisure time, as well as encourage visitors from other districts to come and enjoy the facilities.

Issue7: Comfort

Goals:

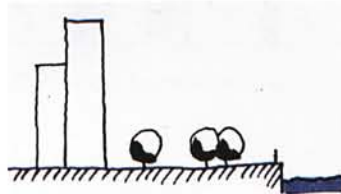
- The Assembly Hall is a place to serve the neighborhood and it should revitalize a sense of comfort for people to enjoy and stay.

4.5 Performance Requirements and Concepts

Issue 1

Image - The whole development should be attractive to the public and express the identity and arouse the sense of belonging of the district, as a landmark at the prime waterfront location.

P.R. The master layout of the buildings should be different from the rigid and dense arrangement of the existing buildings.



- more open space



- allow visual connection to harbor front

P.R. The elements of the developments should express the bustling atmosphere of North Point.



- plaza allow social gathering

P.R. The master layout should make the development more recognizable



- locating at the front of harbor



- buildings are arranged close together

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P.R. Utilization of architectural elements to express the features and identity of the district.

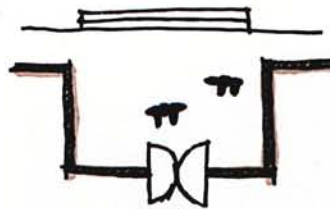


-Open structure, festival market

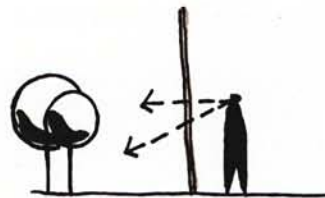


-Spatial quality to express Chinese features

P.R. Sense of welcoming by organization of each building.



-entrance courtyard



- transparency of facade

P.R. Each individual building should express its own identity and functions.

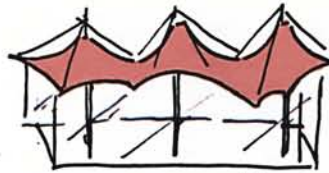


- tranquil atmosphere in assembly hall



-street shopping of market

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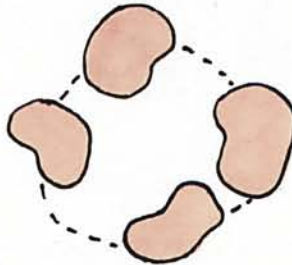


- more high-tech image of pier

Issue2

Interaction - The development should reinforce the interaction of residents within the district as well as resonance with the opposite south-east Kowloon.

P.R. The open space should allow more social gathering.



- formation of cellular space



- space for street performance

P.R. The master layout should response to the opposite context of the coastal area.



- allow visual linkage between two coasts



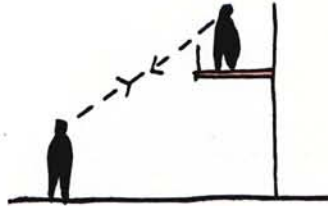
- height and scale of buildings are relative



- openness to the opposite coast

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P.R. Interior spatial organization.

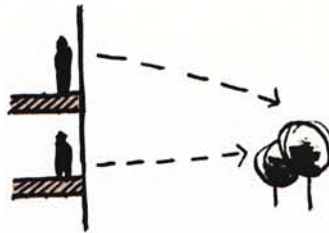


- Visual linkage

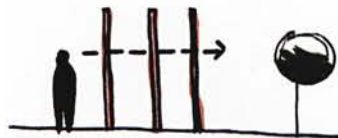


- common space for social gathering

P.R. Visual linkage of internal and external environment.



- transparent facade



- extension of open space to interior

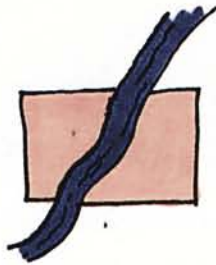


- roof terraces

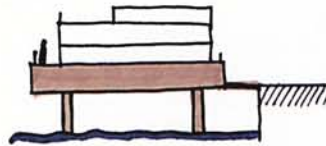
P.R. sense the waterfront quality inside the building.



- visual connection with harbour



- water elements in building



- building floating on water

Issue3

Mood/Ambience - The development should create a mood of leisure and reveal the quality of waterfront, with the festive atmosphere of the bustling district.

Buildings should express cultural and artistic spirit; bustling and festive atmosphere, and liveliness of the place.

P.R. A balance of passive and active open space to the public.



- passive activities



- social gathering space

P.R. Close touch with water



- sloping sea wall



- sitting at waterfront

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- buildings set back from waterfront

P.R. Consideration on the software of the development activities, functions,



- street performance



- amphitheatre



- place for static activities

P.R. Cultural and artistic expression through spatial quality of the building.



- foyer as heart of assembly hall



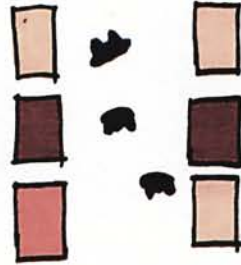
- sense of openness with suitable floor height

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- tranquil zone for personal activities

P.R. A dynamic sense of place to create a festive atmosphere



- street organization of stalls



- openness of structure

P.R. Each individual building should express its own identity and functions



- tranquil atmosphere of assembly hall



- bustling spirit of market place



- open structure of pier

Issue4

Environmental Impact -
The development should response to the existing environmental problems of the Island Eastern Corridor and aware of the environmental issues of the waterfront.

P.R. To reduce noise impact by organization of the development.



- set back from the highway



- buildings block noise to inner space

P.R. Introduction of sound barriers.



- use waterfall as sound barrier



- physical sound barrier

P.R. Organization to reduce air pollution of inside the development



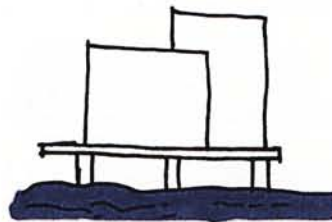
- addition of rooftop

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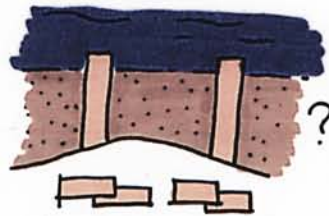


- open space set back from bridge

P.R. Consideration on keeping the harbour undestroyed, such as waste disposal, construction methods.

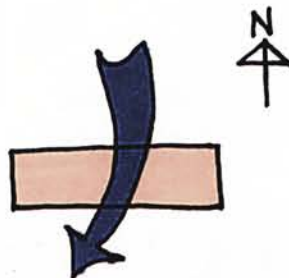


- allows normal water flow

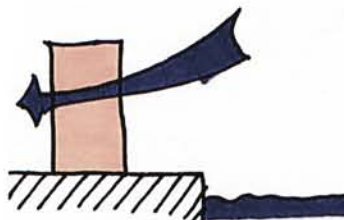


- avoid unnecessary reclamation

P.R. Response to climatic design.

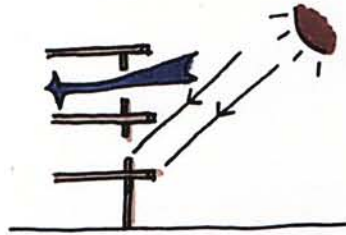


- orientation of building



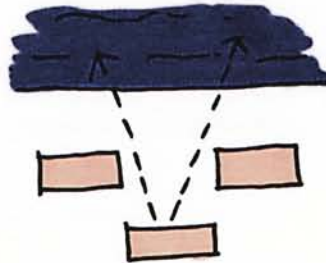
- natural ventilation of sea breeze

discovery of identity - north point waterfront redevelopment



- passive and active temperature control

P.R. Response to existing environmental problems



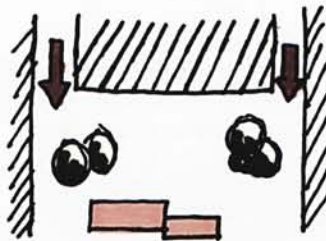
- avoid blockage of view

Issue5

Circulation - Good vehicular connection of the site to other districts and clear pedestrian circulation to direct people to visit the development.

Easy way finding inside the complex and avoiding pedestrian congestion when there is performance.

P.R. Location of the entrance area of the development.



- at the two corners of connect to inner district



- Piazza marking the entrance



- monuments marking entrance

discovery of identity - north point waterfront redevelopment

P.R. Physical linkage to major transportation, such as M.T.R.

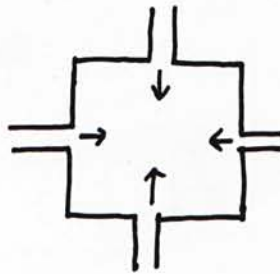


- underground walkways



- bridges linking to major stations

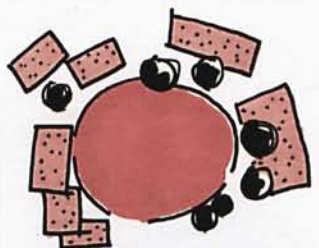
P.R. Clear organization of developments in the site for easy way finding.



- a central space for re-orientation



- linear arrangement of buildings



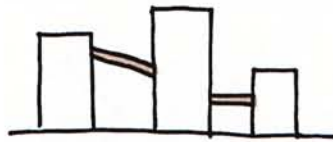
- more open space for re-direction

P.R. Easy way finding.



- visual linkage of different space in building

P.R. Physical connection among buildings for convenience.



- bridges connecting buildings



- covered walkways

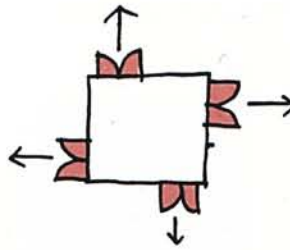


- connection of roof terraces

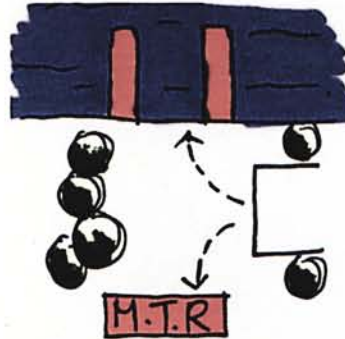
P.R. Organization of pedestrian path to avoid traffic congestion.



- wide exist route



- exist routes in different directions



- direction connection to transportation

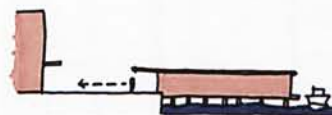
Issue6

Convenience - The site should be easily accessible and attractive to passers-by, local residents and visitors to visit.

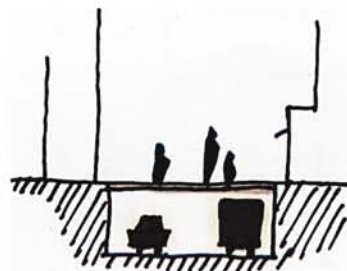
P.R. Direct accessibility of the site from different directions or means of transport.



- connection with M.T.R. station



-- arrangement of buildings with pier



- separation of pedestrian traffic from vehicular traffic

Issue 7

Comfort - The building should encourage the usage and visit of public with a sense of home.

P.R. Warm and tranquil spatial quality.



- warm color interior

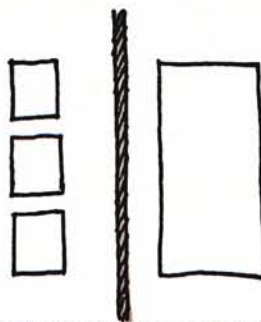


- adequate volume of individual space



- division of active and static zones

P.R. Adequate privacy and publicity.



- separation of public and private area



- visual linkage in public area

Creating a focus - a landmark in the district

Reminiscence,
symbolical,
sense of belonging -
revelation of identity

Waterfront - a leisure in urban

nature, wind, water
a breath in the city
a moment of refreshment

by the neighborhood

Cultural & entertainment

to feel,
to sense
to experience -
widening of vision

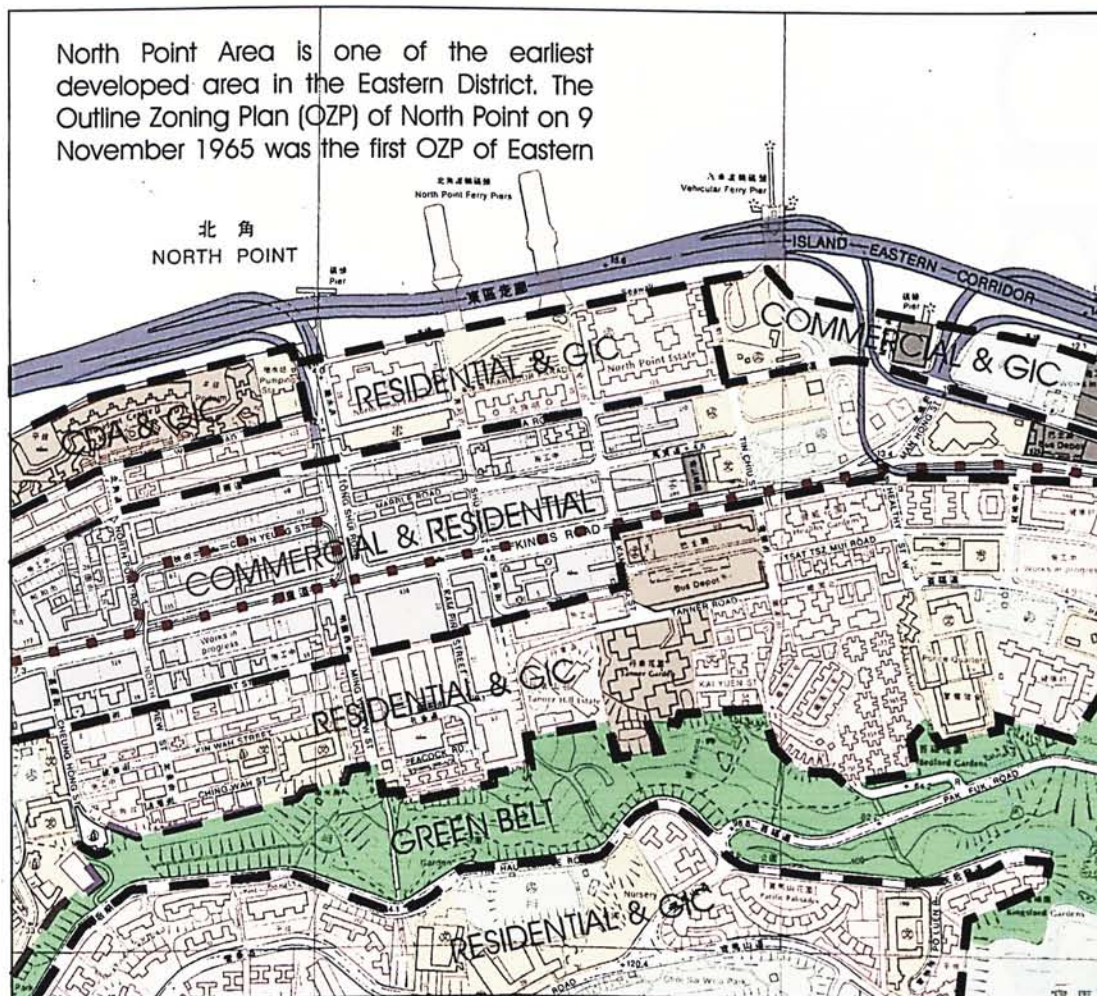
DISCOVERY OF IDENTITY - NORTH POINT WATERFRONT REDEVELOPMENT

6. Site Analysis & Selection

6.1 Site Analysis

6.1.1 Land Usage

- 1) Commercial = 2.8ha (1.2%)
 - Mainly along King's Road and Java Road
 - Cloud View Road
- 2) C./R. = 16.58ha (7.12%)
 - King's Road
 - Southern Electric Road & Java Road
 - Fort Street
- 3) Resid. = 45.59ha (19.59%)
 - Coastal side
 - Offset from King's Road extended uphill
- 4) C.D.A. = 1.18ha (0.51%)
 - Next to Island Eastern Corridor and King's Road
- 5) O.S. = 33.25ha (14.29%)
 - Mainly composed of Victoria Park and Chai Sal Woo Park
- 6) G./I.C. = 30.24ha (12.99%)
 - In-between residential and commercial area throughout the district
- 7) O.S.U. = 17.83ha (7.66%)
 - Including Piers, funeral facilities and composite development
- 8) Green Belt = 84.82ha (36.45%)
 - Hill side area

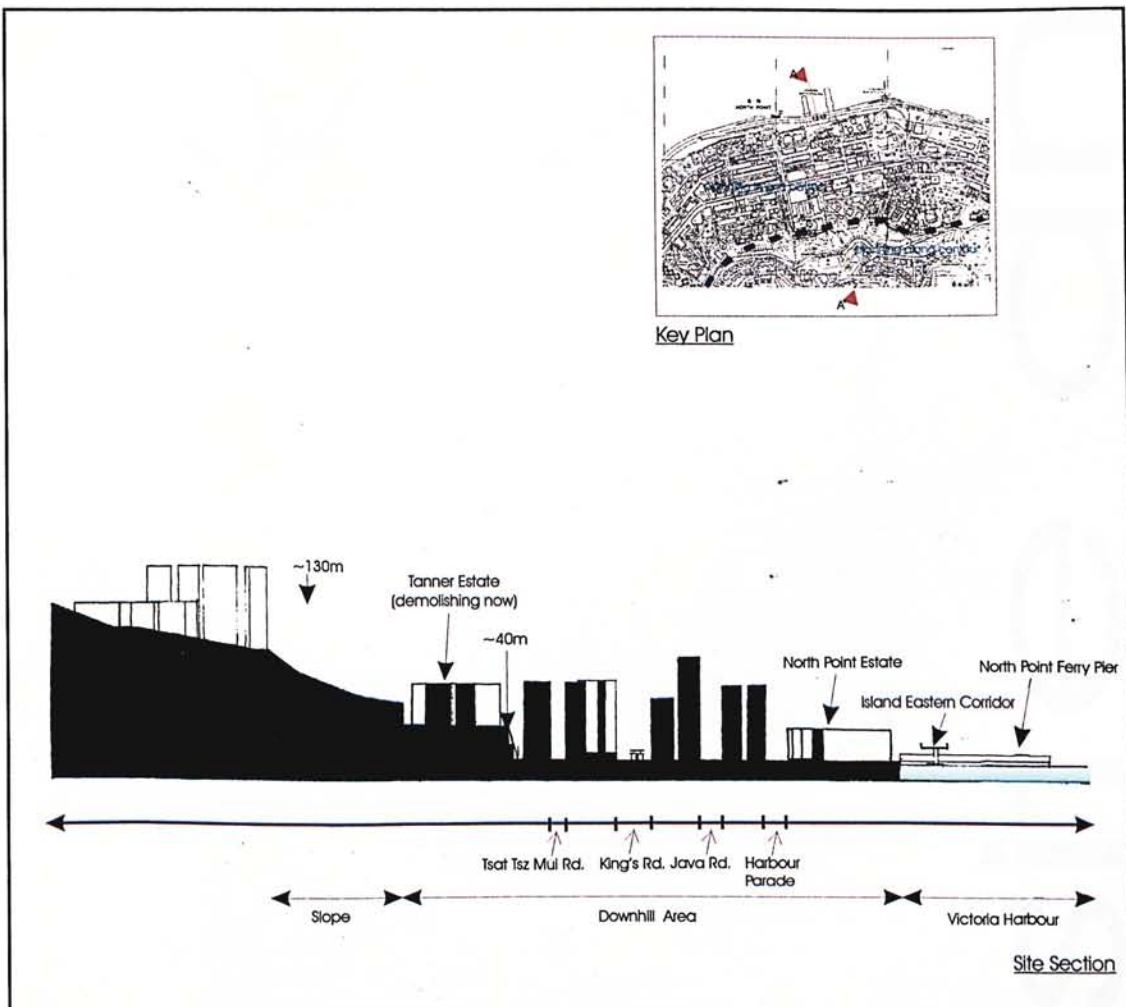


6.1.2 Topology

The hill area runs from south and reaches the coastal area of Victoria Harbor at north.

For the overall organization of the district, the northern coastal areas have road network organized in a grid pattern. The development of southern hilly areas follow the contour of the slopes.

Topology
Site Section
in North- South Axis



6.1.3 Climate

Wind Direction

The wind mainly comes from NE, E and SW directions.

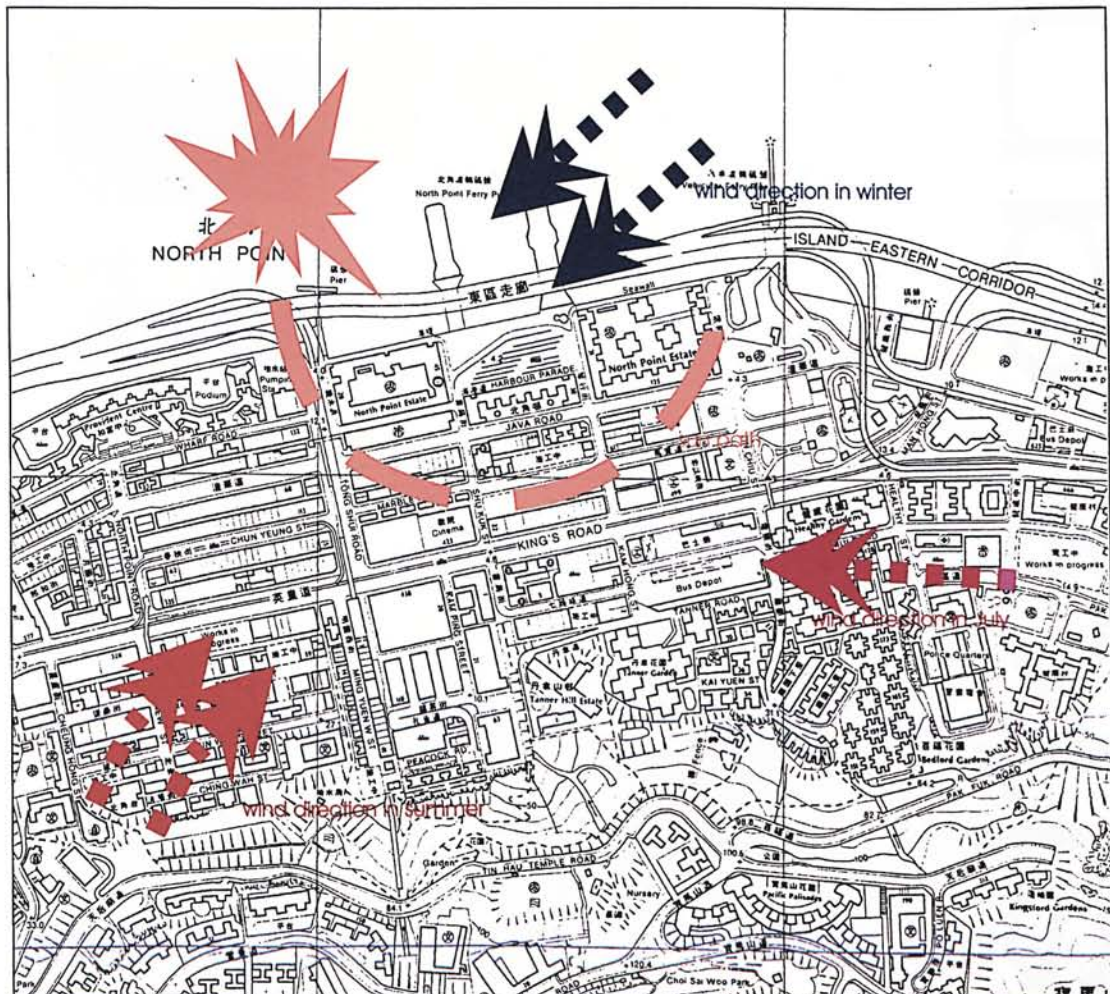
NE wind - Jan. to April and Nov. to Dec.
E wind - May to June and Aug. to Oct.
SW wind - July

Sun Path

The sun direction in Hong Kong mainly comes from the south as Hong Kong is situated in the Northern Hemisphere. Sun from north direction only comes in summer. The following is the sun angle in critical time in the year.

Date	22 Jun		22 Dec	
Time	10:24	16:24	10:24	16:24
Alt. Angle	63	35	40	40
Azi. Angle	83E	75W	145E	145W

There may be micro-climatic effect. The temperature at night in summer will be lower down, and the environment will be warmer in winter due to the thermal capacity of water in harbor.



6.1.4 Features of District

- North Point Ferry Pier

The pier provides main traffic connection with southeast Kowloon before the operation of Cross-Harbor Tunnel in 1972. The passenger ferry gives traditional and cultural features to the district. Although the speed of the ferries is low, it is still attractive to local people and tourists. In the piers, one side houses fashion retail shops and the other side houses seafood stalls on ground floor and the upper floor is rented to an architectural firm. The seafood market is a feature in the district.

- Bus Terminus

The bus terminus originally is the major terminus for China Motor Bus Company. The operation of CMB was terminated on 1 September, 98 and the operation is changed to the New World Bus Company. This event gives the area a more historical sense. The bus terminal is the major open space in the urban fabric. The footpath along the coast is an attractive sitting area for people.

- Tram Station

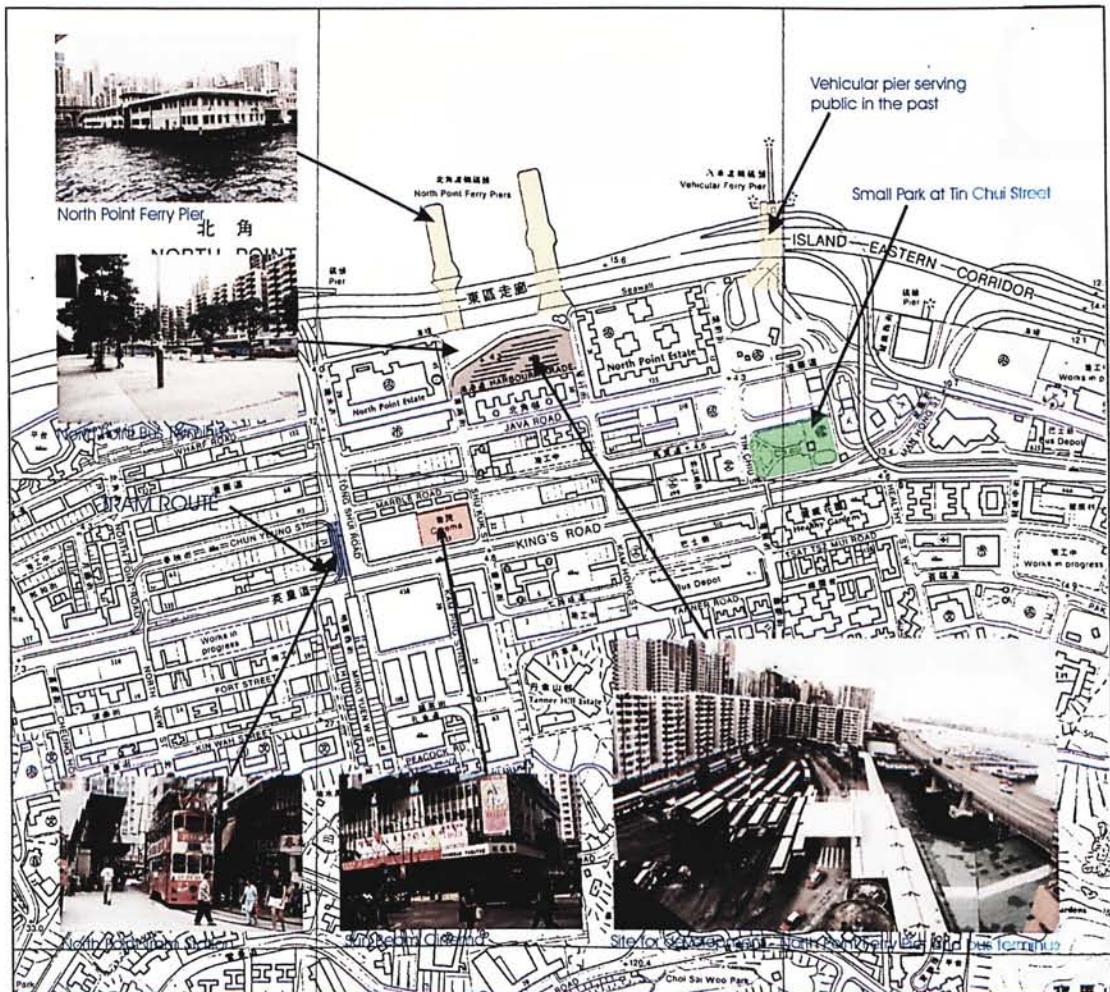
A very crowded condition just in between a bridge and a building. Trams have to pass through the hawkers in Chun Yeung Street before reaching the station.

- Sun Beam Cinema

It is one of the few places in Hong Kong devoted for Chinese opera performance. There may be several shows in a week and the theatre is always a full house.

- Small Park located at Tin Chiu Street

This is one of the few green area in the district. It provides a passive open space for elderly and recreational facilities for children in the urban fabric.



- North Point Estate

North Point Estate is built in the 1950s. The estate has won prizes in housing design with its response to climatic issues. The estate surrounds the site on three sides. The three phases of the estates, each contains its own courtyard. The building blocks are about 10-storeys height. The elderly become the main users of the open space, not only inside the courtyard of the estate but also the open space at the ferry pier and bus terminal.

- Island Eastern Corridor

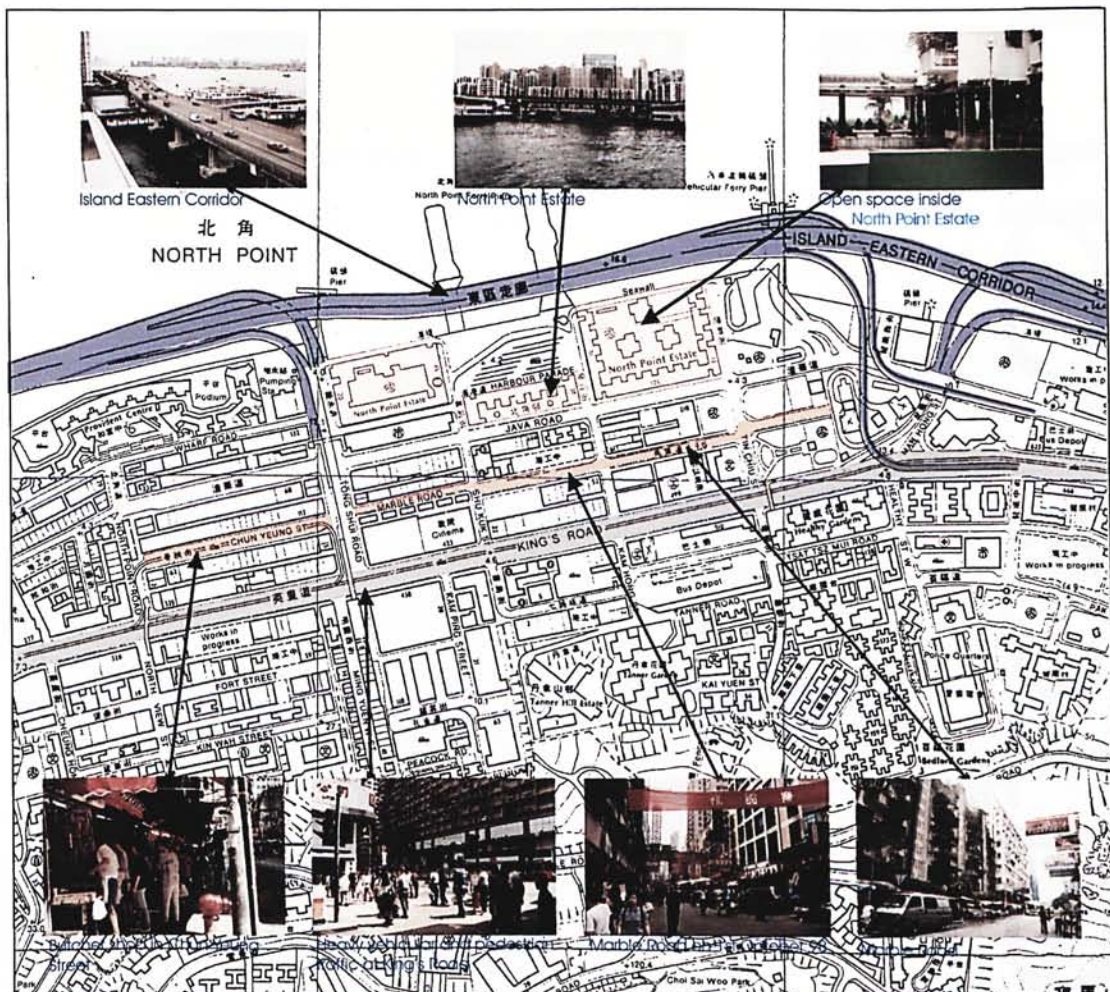
The Island Eastern Corridor provides a major transportation connection along the northern coast of Hong Kong Island. As it cuts across the valuable waterfront area, it poses a lot of environmental problems, such as visual impact, noise and air pollution.

- Chun Yeung Street and Marble Road

Chun Yeung Street and Marble Road are famous market street in Hong Kong. Originally, food market is mainly located at Chun Yeung Street. However, after the establishment of Urban Council complex at Java Road and Electric Road, most of the hawkers move to the indoor market. There are still a lot of hawkers located at Marble Road, who sell mainly clothing and daily necessity.

- King's Road

King's Road is a major traffic route in the district. Both vehicular and pedestrian traffic are very heavy along this road. Most shopping facilities are located along this road. Besides, a lot of new buildings along this road are used for office purpose in recent years.



6.1.5 *Massing and Open Space*

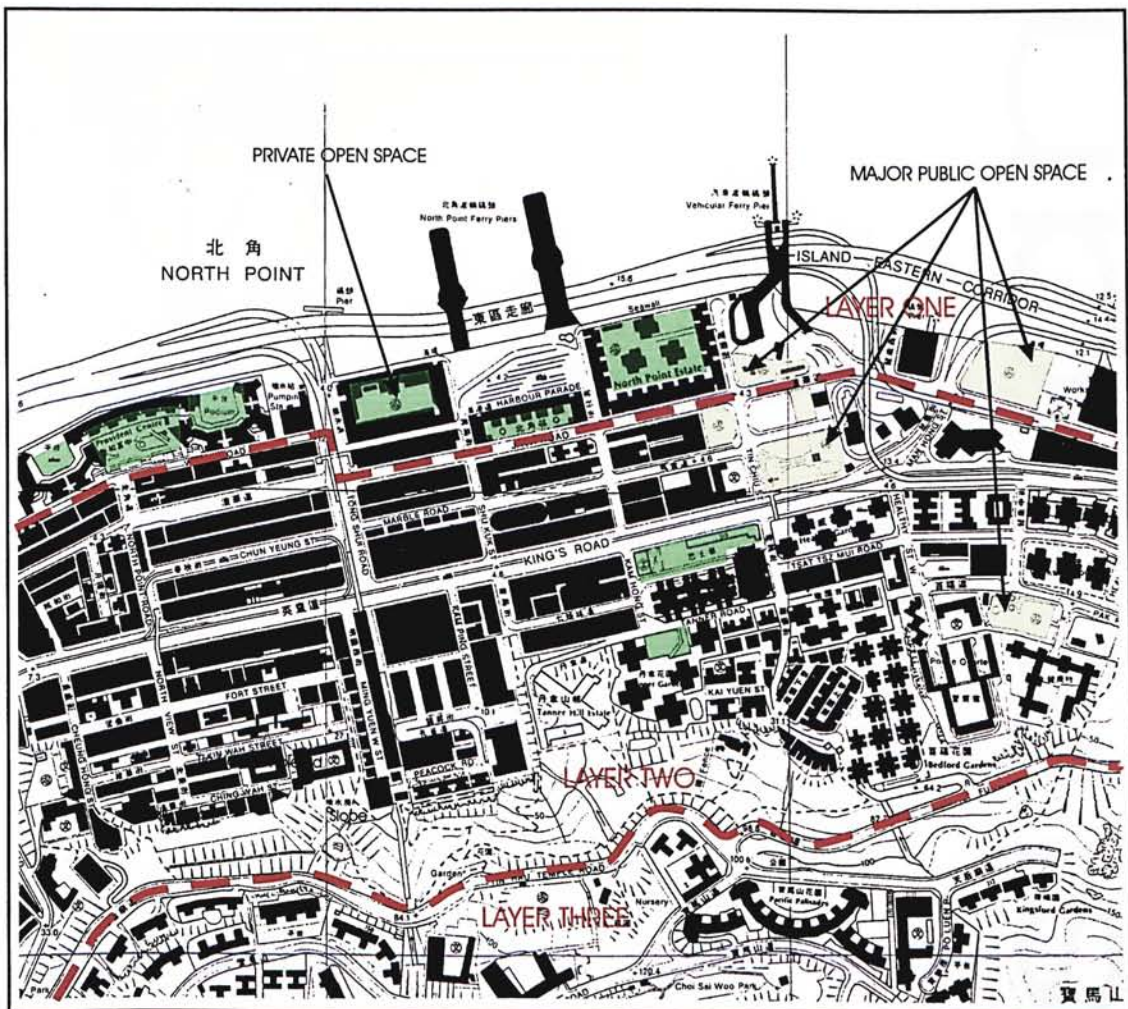
The organization of buildings in North Point can be divided into three parts:

- Next to the harbor
- 4 to 5 layers of buildings on two sides, along King's Road
- on the slope

For the layer of buildings next to the harbor, the organization of the buildings are intended to maximize the view, as which face the most valuable open space in Hong Kong. Most of these areas are devoted for residential buildings. Both public and private estates contain their own private open spaces.

The layer offset from King's Road are the most crowding space in centre of North Point. The buildings are organizing in a grid system, layers by layers. There are lot of old massive buildings located in this layer. As old buildings are continuous demolished, large-scale new complexes are built. However, there is little open space for such new developments. The old buildings are crowded together, just stand one by one.

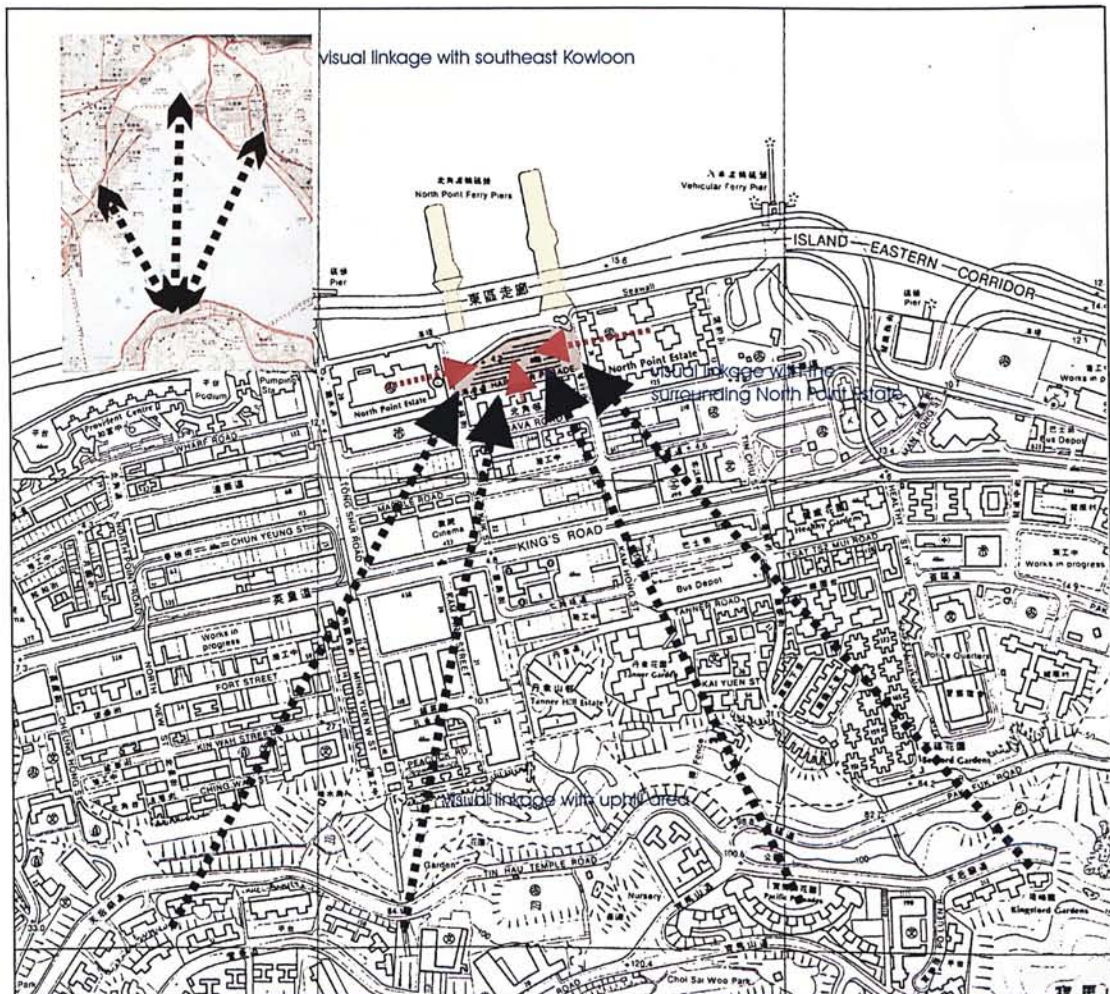
The developments on slope are separated from the lower part of the hill by a steep slope in between the two areas. These developments are mostly for more wealthy groups and more open space are devoted for the design. Besides, sitting next to these developments are greens belts in the urban fabric. The organization of these developments are along the contour of the hill.



6.1.6 Visual Linkage

North Point is located opposite to South East Kowloon. The site of the North Point Ferry Pier is facing Hung Hom, Kowloon City, and Kwun Tong. Due to the relocation of the Kai Tak Airport, the South East Kowloon will undergo dramatic development, such as redevelopment of Kai Tak Airport and urban renewal projects in old districts, e.g. Kowloon City. The land use strategy includes commercial, residential and industrial activities. After completion of development, the prime waterfront areas will offer a mix of high value hotels, offices, retail uses and housing. Moreover, extensive systems of parkways and Metropolitan Park will be built with provision of more than 78 hectares open space. In addition, waterfront promenades will also be included. Thus, there will be revolutionary visual changes of South East Kowloon looking from North Point. The physical transportation linkage of North Point and South East Kowloon. At present, the journey from North Point to Kwun Tong, Kowloon and Hung Hom is 25 minutes for 3.7km, 11 minutes for 2.8 km and 7 minutes for 1.6 km respectively.

As the site is located at the prime waterfront area, the visual linkage of the development not only limited to the surrounding context in the district but also other parts of Hong Kong, such as Tsim Sha Tsui, and Central. Moreover, there is also visual connection with the uphill area.



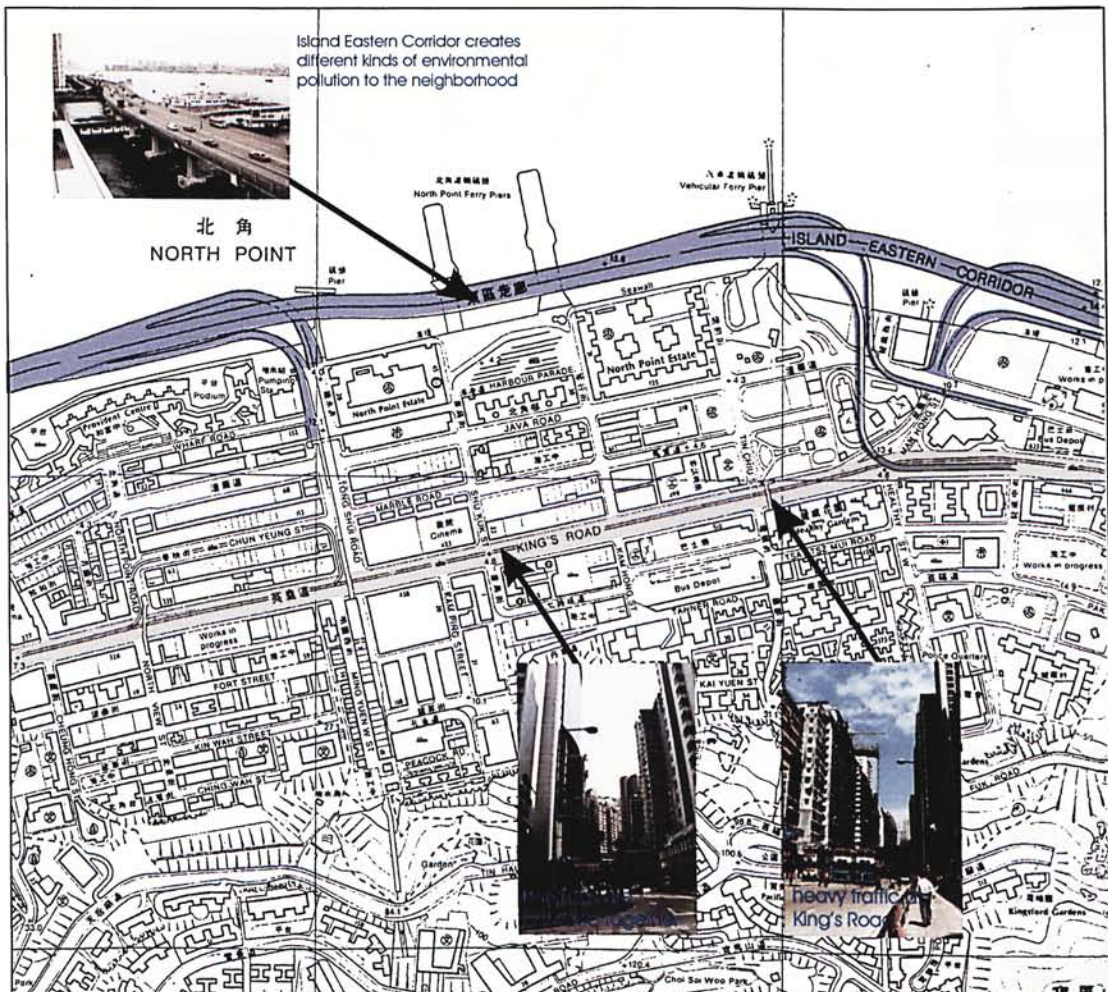
6.1.7 Environmental Impact

District level:

- Noise pollution, especially along King's Road, the heaviest traffic in North Point.
- Air pollution due to heavy traffic and narrow vehicular roads and streets.
- Serious problem of privacy as most of the buildings are closely located together.
- Very few green space and vegetation which can soften both air and visual pollution.

Site level:

- Noise impact from Island Eastern Corridor and the bus terminal.
- Air pollution due to vehicle travelling along Island Eastern Corridor.
- The Island Eastern Corridor creates unpleasant visual impact to the surrounding neighborhood.
- There was also serious water pollution due to oil from ferries and sewage of the district.



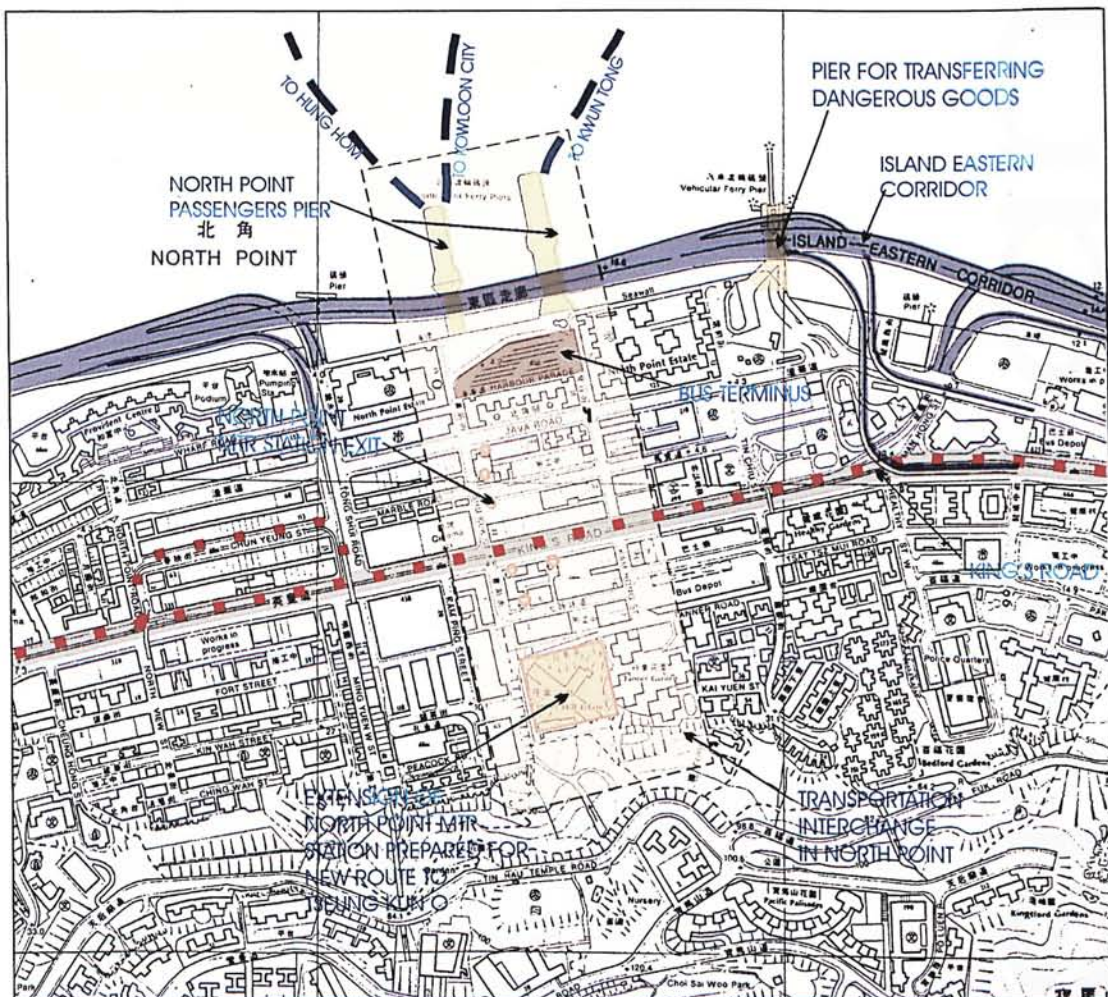
6.1.8 Transportation Network

The main public transportation interchange is located between Kam Hong Street and Shu Kuk Street from coastal area extended up to the Tanner hill Estate. The North Point Bus terminal, North Point Ferry Pier, MTR exits are located in this area. The major bus routes and tram route are located along King's Road. King's Road is the major traffic route of Eastern District. Offset from King's Road, Mini-buses and some bus routes pass through Java Road and Tsat Tsz Mui Road. The accessibility to the district is very convenient.

The site of the North Point Ferry Pier and bus terminal is located at the area of public transport interchange. Not only accessed to the site by ferry from south east Kowloon or by bus from other districts, traveled by other means of public transport, such as MTR, mini-bus, tram, etc., can access to the site just in 3 to 10 minutes.

The present routes of the ferries include, Hung Hom- North Point, Kowloon City - North Point and Kwun Tong - North Point.

Moreover, the Island Eastern Corridor also passes in front of the site. Visitors can also access the district by traveling through the Corridor, which provides a direct and quick linkage of traffic along the north coastal area of Hong Kong Island.

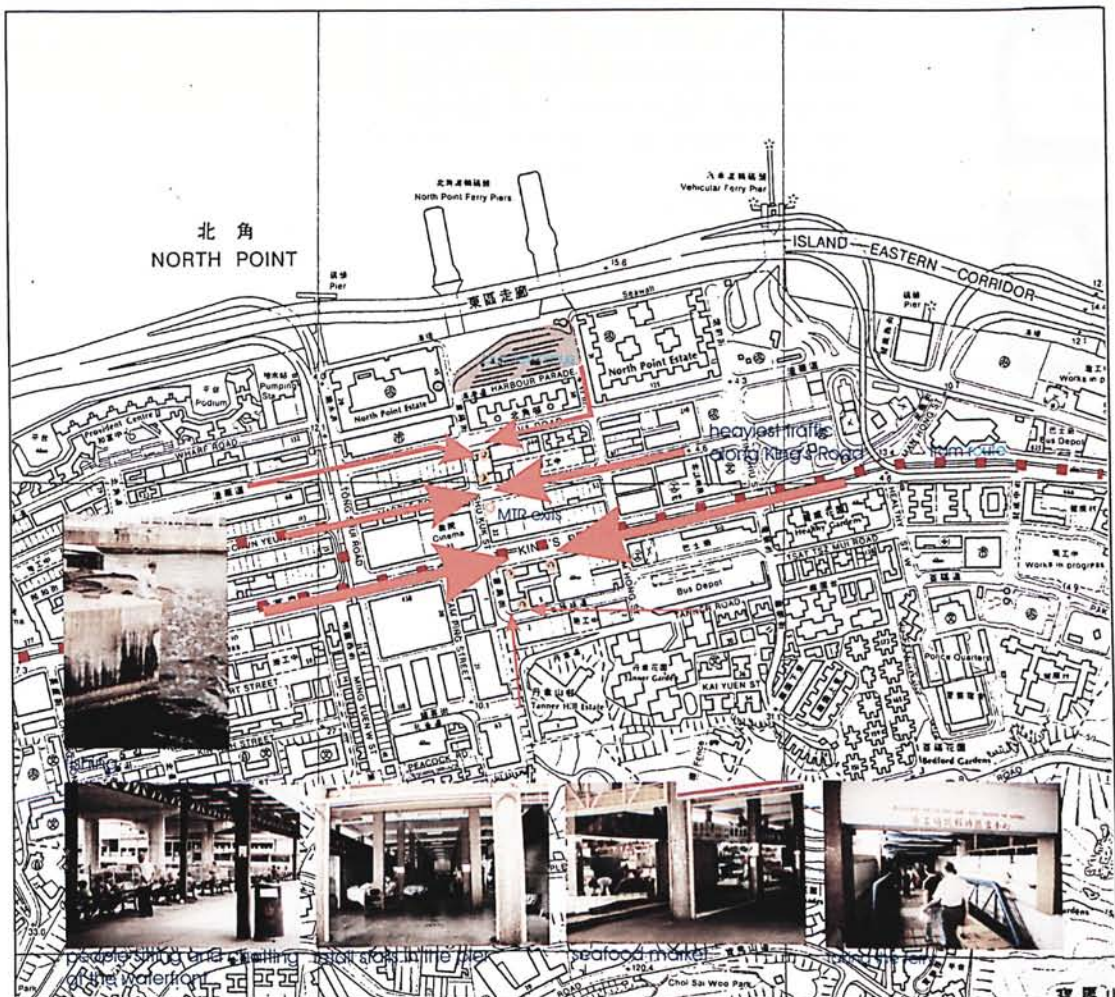


6.1.9 Pedestrian Movement

The general movement in and out of the district is around 7:00 to 9:00, 15:00 to 16:30 and 17:30 to 19:00. From 7:00 to 9:00 people go in and out of the district to work or school. From 15:00 to 16:30 students go home from school and from 17:30 to 19:00 people go home from work. Thus, in these rush hours, there is heavy traffic in the district, especially the area of interchange of public transport.

6.1.10 Activities of People

- Waiting for buses and taxi
- Sitting on stools at the coastal front and chatting with others
- Relaxing and watch the view at the waterfront
- Waiting for others at the coastal front
- Taking ferries to opposite side of southeast Kowloon
- Selling and buying in the seafood market and retail stores inside the pier.



6.2 Proposed Site North Point Ferry Pier

North Point is a crowded district. The North Point bus terminus and the North Point Ferry Pier is the major valuable open space in North Point. It is a place for refreshment, especially for the elderly living around. The North Point Ferry Pier consists of three routes linked to Kwun Tong, Kowloon City and Hung Hom, which is a convenient transportation connection with the future development of southeast Kowloon. Besides, the running of the North Point Ferry Pier is decaying both physically and in business means. Thus, redeveloping the North Point Ferry Pier by creating an attractive spot for local residents and tourists will benefit not only the business of the Pier but also the tourism of Hong Kong and living quality of local residents.

The site area is about 17500 m² or 1.75 ha (including the bus terminus and the ferry pier). The waterfront on the two sides of the site will also be developed as continuous promenade.

6.3 Proposed Project at Site

The site is surrounded by North Point Estate, which is more than 30 years old. A lot of elderly live in the Estate. Moreover, North Point has a well-established transportation network. Adequate public facilities are also provided. The street market and Sun Beam Cinema in the district are well known and symbolic to the district. In recent years, a lot of commercial and residential complexes are built which have great visual impact to the existing old buildings. Thus, I propose to redevelop the ferry pier with open recreational spaces and waterfront, which can act as refreshment for local residents. Apart from the ferry pier, there is a bus terminus in the site, which will be redesigned in exchange for the open space.

7. Programme Development - Schedule of Activities

7.1 Open Space

Activities \ Time	00:00	02:00	04:00	06:00	08:00	10:00	12:00	14:00	16:00	18:00	20:00	22:00
Exercising												
Jogging												
Strolling												
Fishing												
Sitting												
Gossiping												
Social Gathering												
Street Performing												
Child red Playing												
Reading												
Chess Playing												
Having Lunch/Dinner												
Going to Waterbus L.												
Going to Market												
Going to Restaurant												

7.2 Assembly Hall

Activities \ Time	00:00	02:00	04:00	06:00	08:00	10:00	12:00	14:00	16:00	18:00	20:00	22:00
Seeing Performance												
Reading In Library												
Studying In Study Rm.												
Visiting Tea House												
Attending Lecture												
Attending Interest Gp.												
Social Gathering												
Working												
Cleaning up												
Sitting												
Gossiping												
Selling Tickets												

7.3 Market

Activities \ Time	00:00	02:00	04:00	06:00	08:00	10:00	12:00	14:00	16:00	18:00	20:00	22:00
Preparing Goods												
Selling												
Buying												
Visiting Restaurants												
Cleaning Bazaar												
Opening Hours of Cooked Food Stalls												

7.4 Waterbus Landing

Activities \ Time	00:00	02:00	04:00	06:00	08:00	10:00	12:00	14:00	16:00	18:00	20:00	22:00
Waiting for Waterbus												
Working (admin. staff)												
Working (others)												

PART 3



Prime waterfront location of the district

8. Site - Opportunities & Constraints

8.1 Opportunities

8.1.1 District Level

- Redeveloped the existing bus terminus into a better utilized open space, as there is an urgent need of urban open space in the area
- Introduction of physical linkage of uphill area and downhill area, the site of this proposed development can act as a terminal point of this link. Multi-level pedestrian walkways can be introduced and acts as the physical linkage, such as bridges and underground walkways.
- Improvement of ground level pedestrian transportation as the traffic of both vehicles and pedestrians are very high in narrow streets in North Point.
- North Point is located at the prime waterfront area of Hong Kong Island but the waterfront of the district seems to be under utilized or just devoted for private development. The quality of lives of local residents can be improve through better utilization of waterfront of the district.
- As the usage rate of Sai Wan Ho Civic Centre which aims to serve the Eastern District is nearly 100% usage rate. This reflects an unhealthy use of the Centre as there should be time for maintenance. Thus, it is possible to introduce a new district cultural and entertainment centre to soften the tension of cultural needs of Eastern District Residents.
- Facilities which can serve the neighborhood and reduce the separation of social class in North Point (uphill population and downhill population).
- As the district is undergoing redevelopment, there is a great opportunity of implementing a new focus and identity for the district in future.
- On the other hand, the identity of the district should be reinforced. This can enhance the sense of belonging of local residents.



Utilization of space under the Island Eastern Corridor



Prime waterfront of North Point can be well utilized

8.1.2 Site Level

- Extension of space out of Island Eastern Corridor to introduce more open spaces and improves the existing environment under the highway.
- As the area under the Island Eastern Corridor is not well utilized and not welcoming, utilization of the space underneath, such as the base of the columns, may be an alternative solution of utilizing space under flyovers in Hong Kong.
- The open space in front of North Point Estate should be well utilized. The development of the area should satisfy the need of the existing and future development of the North Point Estate. Better neighborhood relationship can be introduced.
- Introduction of cultural and entertainment facilities to attract more people out of the district, which can help to improve the usage rate of the ferry.
- As the bus terminus and the ferry are also remarkable features of the district, features in the site, such as seafood market, can be maintained and upgrade the existing environment, in order to attract more people, local residents or not, to visit the site and see it as an identity and focus of the district.
- As the existing running of the ferry at North Point Ferry Pier is deteriorating on the financial aspect, introduction of new form of ferry running may help to improve the current situation.
- The transportation of ferry not only connect with the south east Kowloon, the connection of North Point with other parts of Hong Kong can also be improved through introduction of new ferry routes.
- The site is locating near to the main transportation network of the district. Exploration of better connection with other traffic network, such as connection with M.T.R. Station, can attract more people to the site.



Heavy pedestrian traffic at King's Road



Narrow street and highway just pass beside people's home

8.2 Constraints

8.2.1 District Level

- Very crowded condition downhill, buildings stand one by one close together.
- Most of the development are only erected by their own without much consideration with surrounding context, this makes the district more and more chaotic.
- As the district will still undergo redevelopment for several or more than 10 years, the chaotic situation of the district will continue.
- Lack of green and open space.
- Separation of downhill area and uphill areas, an impression of separation of social classes (lower/middle class and middle/upper class)
- Lack of public entertainment or cultural facilities inside the district, such as only 1 cinema left in the district.
- A trend of increasing population, and residential development is still the major trend of development of North Point.
- Lack of a focus of the district, which can enhance the sense of belonging of local residents.
- The existing waterfront area in North Point is mostly developed for private space. Part of the waterfront area should be devoted for public enjoyment.
- Heavy transportation usage in the district which introduced a lot of environmental problems.



The Corridor cause constraints on future development



The site is bounded by North Point Estate on three sides



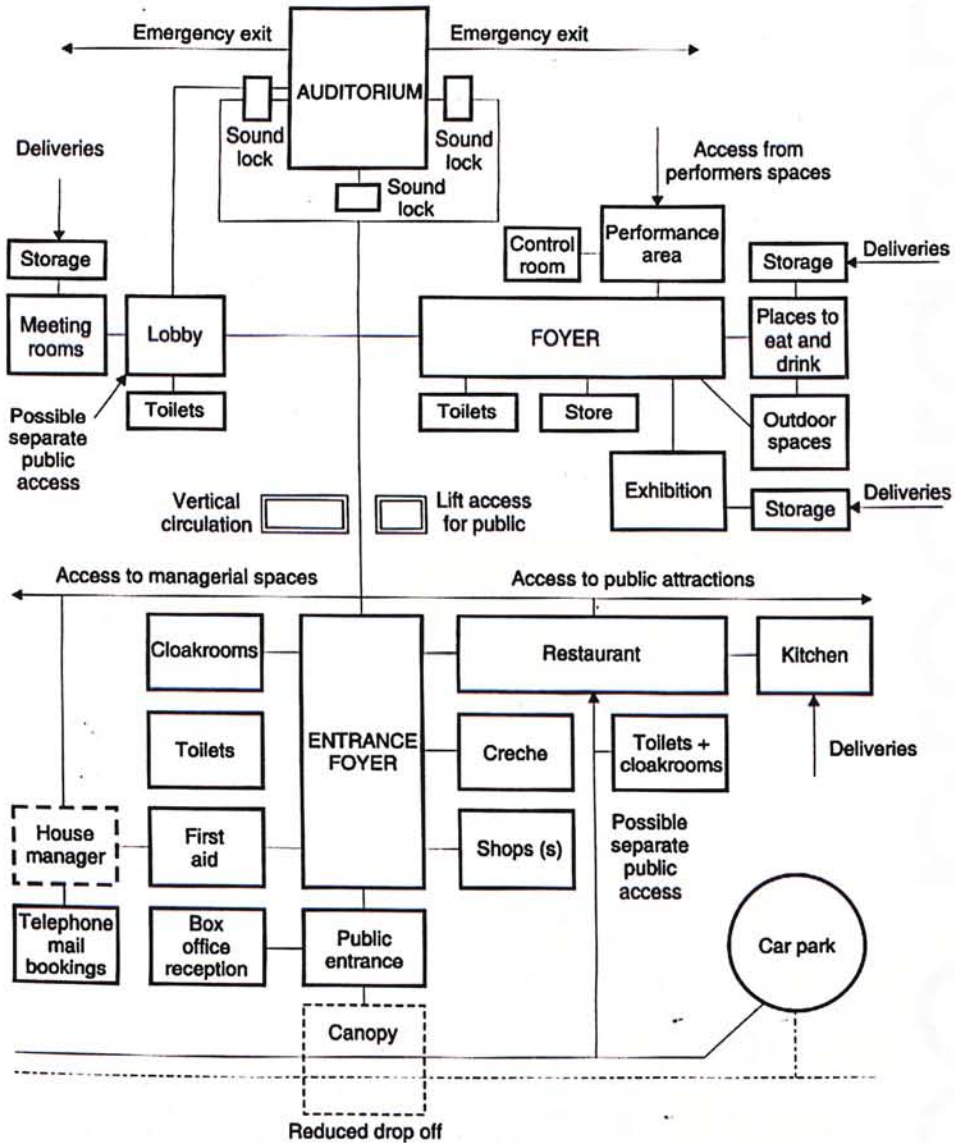
Low usage rate of ferry

8.2.2 Site Level

- Island Eastern Corridor creates a barrier of views of the site.
- A lot of environmental problems are caused by this highway, such as noise and air pollution.
- The Corridor anchorage the ferry pier's top, which restricts the development potential of the site.
- 3 sides of the site is bounded by the North Point Estate.
- The potential of physical linkage of the site with uphill area is limited due to the densely built development in the district.
- The prime waterfront open space is dominated by the bus terminus, which seems to be under usage.
- Low usage rate of ferry, the running of the existing business is not economical.
- The ferry linkage of the North Point Ferry Pier and other part of Hong Kong is not developed, which restricts the development potential of the ferry.
- As the bus terminus, ferry pier and seafood market are major features of the district, it is difficult to preserve and retains the same quality after redevelopment.

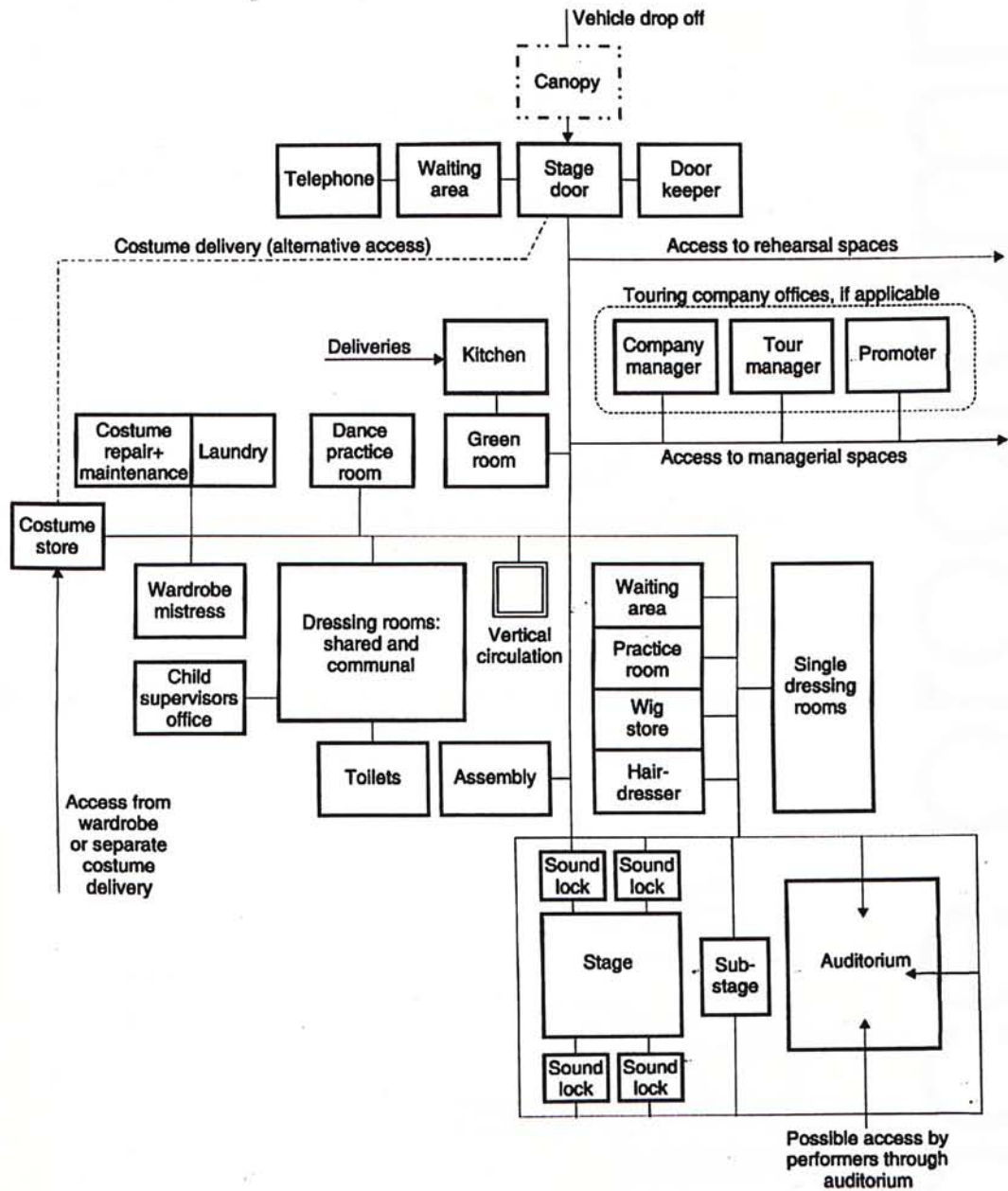
9. Space Program

9.1 Relationship between Public Spaces



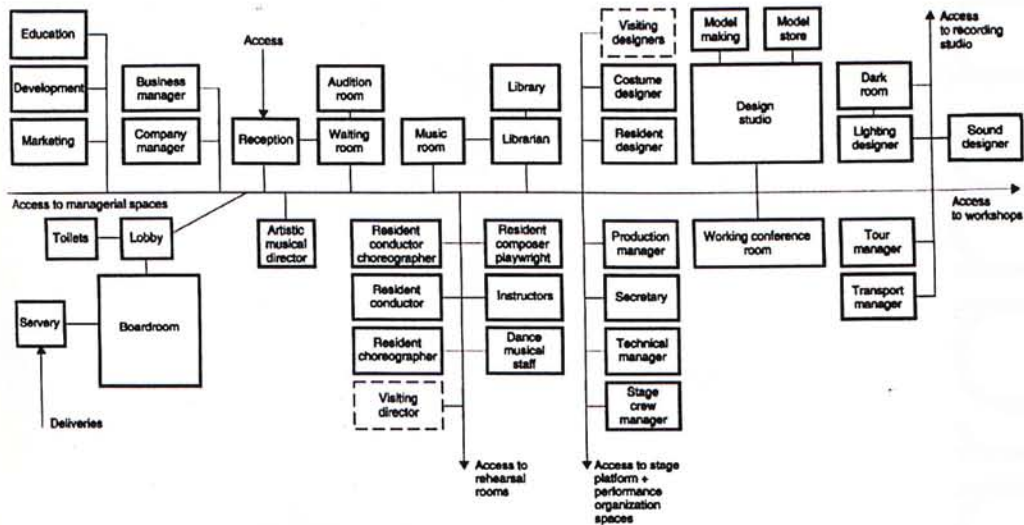
* from Appleton, Ian, *Buildings for the Performing Arts, A Design and Development Guide*, 1st ed., Butterworth Architecture, 1996, pg. 170

9.2 Relationship between Performers' Spaces



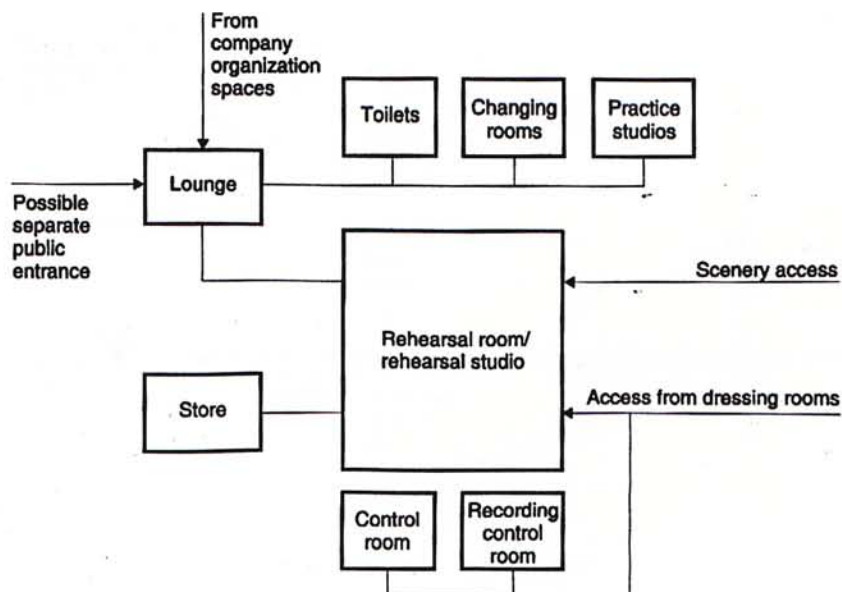
* from Appleton, Ian, *Buildings for the Performing Arts, A Design and Development Guide*, 1st ed., Butterworth Architecture, 1996, pg. 179

9.3 Relationship between Activities - Company Organization



* from Appleton, Ian, *Buildings for the Performing Arts, A Design and Development Guide*, 1st ed., Butterworth Architecture, 1996, pg. 191

9.4 Relationship between Activities - Rehearsal Room/Rehearsal Studio



* from Appleton, Ian, *Buildings for the Performing Arts, A Design and Development Guide*, 1st ed., Butterworth Architecture, 1996, pg. 194

10. Design Guidelines

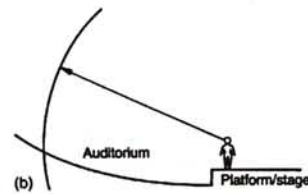
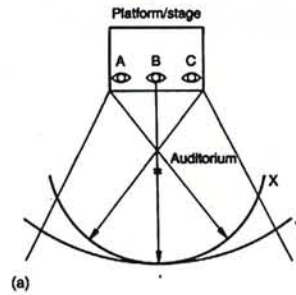
10.1 Check List in Auditorium Design

- Type(s) and scale of production
- Auditorium and platform/stage formats:
 - predominant type of production
 - multi-purpose formats
- Auditorium design:
 - aural and visual limitations
 - levels in the auditorium
 - auditorium acoustics
 - sound insulation and noise control
 - seating layout
 - means of escape
 - circulation within auditorium
 - wheelchair location within the seating
 - broadcasting requirements
 - latecomers
 - attendants
 - adaptation
 - sight lines
 - standing: pop/rock concerts
 - standing room
 - promenade performance
 - cabaret layout
 - air-conditioning, heating, ventilation
 - lighting
 - sound equipment
 - fire protection
 - structure
 - ceiling zone
 - seating capacity
 - auditorium character
- platform/ stage design
 - platform: orchestra and choral
 - proscenium format: stage with or without flytower
 - open stage formats
 - stage: pop/rock music
 - stage: jazz
 - multi-use stage
 - combination with flat floor

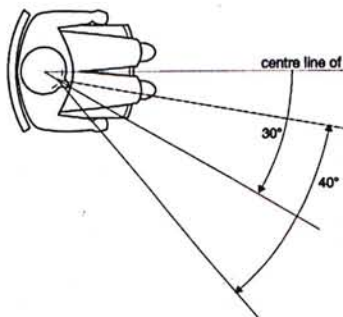
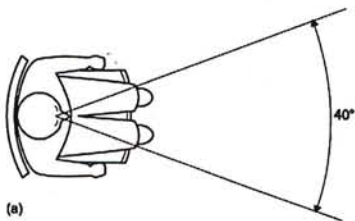
* from Appleton, Ian, *Buildings for the Performing Arts, A Design and Development Guide*, 1st ed., Butterworth Architecture, 1996, pg. 102

10.2 Visual Limitations

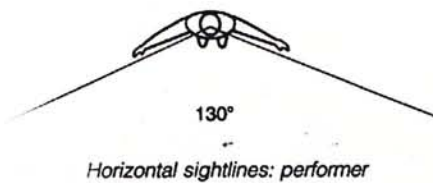
1. For drama, to discern facial expression
max. distance from the command at
the stage < 20 m
2. For opera and musicals,
- distance from point of command to
rear row < 30 m
3. For dance,
- distance < 20m
4. Without head movement, arc to view
whole performance on plan is 40 degree
5. Audience should be within 135 degree
angle peripheral spread of vision of
performers



Relationship of performer and audience



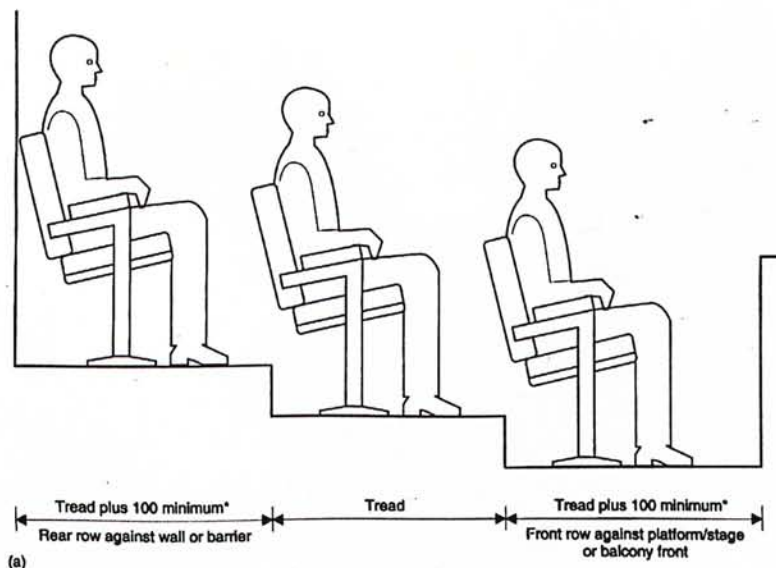
Visual limitation of audience



Visual limitation of performers

10.3 Seating

1. Seating layout depends on the type of production, the relationship between performers and audience. Both visual and aural relationships determine seating layout.
2. Seat width: minimum dimensions
with arm = 500mm
without arm = 450mm
3. Seat height = 430 - 450mm
4. Inclination = 7 - 9 degree
5. Back height = 800 - 850 mm
6. Back inclination = 15 - 20 degree
7. Arm rest > 50mm min. width
8. 22 seats per row if gangways at both ends
11 seats if gangway at one end only
9. Row to row spacing =
400 < x < 500 (continental seating)
> 760 (by legislation)
10. Minimum width of gangway = 1100 mm
11. Ramped up ratio = 1:10 to 1:12



PART 4

Discovery of Identity - North Point Waterfront Redevelopment

Programme of Waterfront Redevelopment

Assembly Hall
Gross Floor Area = 5558 m

Market
Gross Floor Area = 1824 m

North Point Water Bus Landing
Gross Floor Area = 1455 m

Whimical Facilities
Waterfront promenade
Waterfront cafe
Pavilions
Seating Area
Playground
Green Space
Public Toiletries

Total G.F.A. of the Assembly Hall, Market and North Point Water Bus Landing = 8726 m

Public Space Matrix

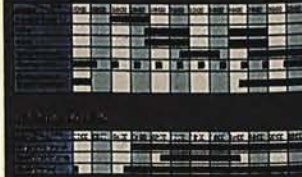
Public Space Matrix

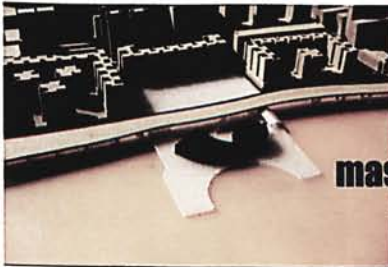


Public Space Matrix



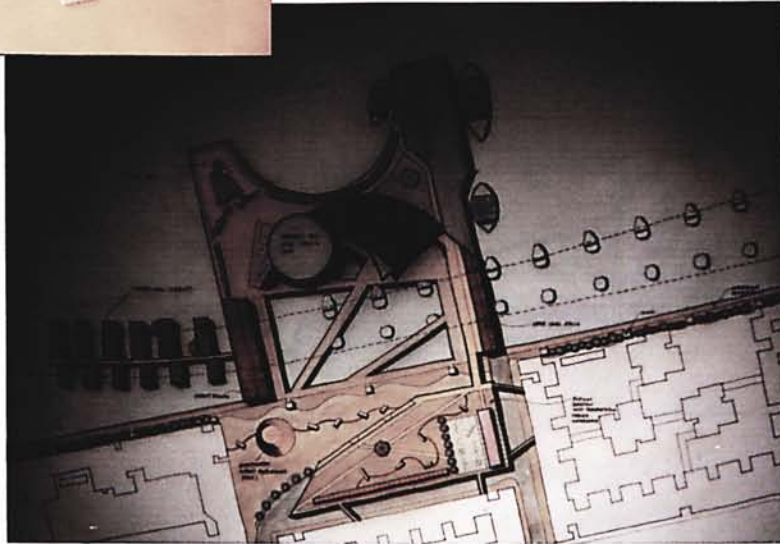
Public Space Matrix





massing

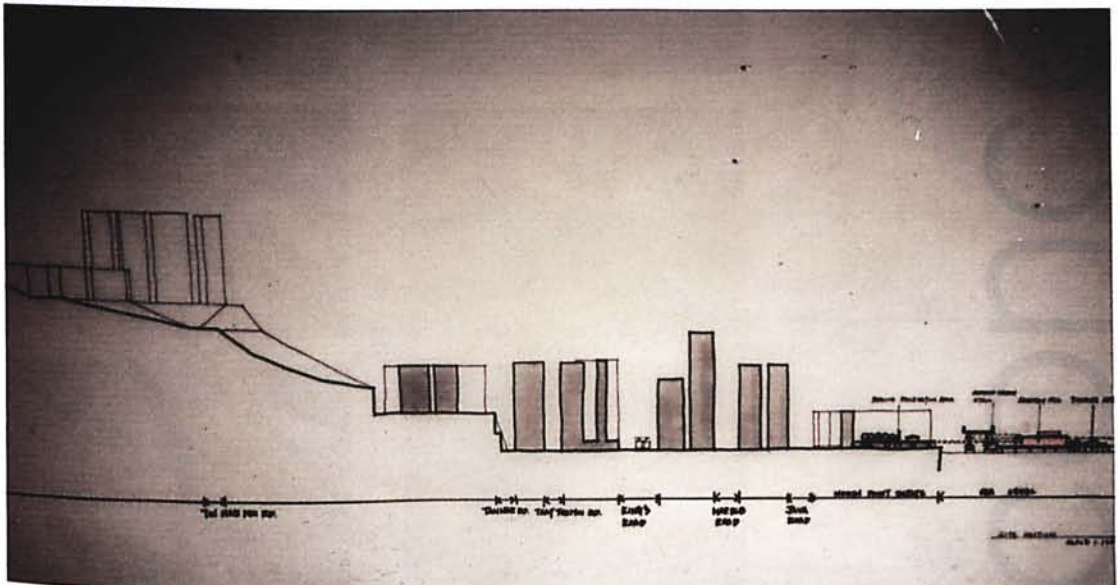
CONCEPTUAL DESIGN
DESIGN REVIEW 1

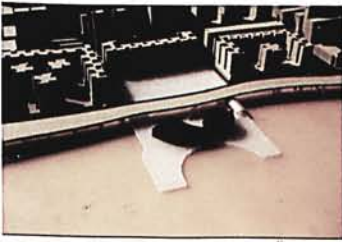


site plan

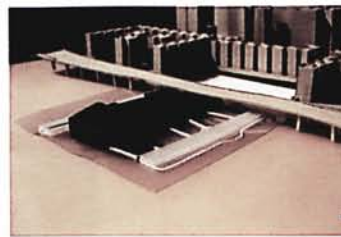
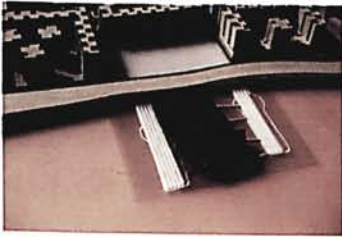
separation of vehicular circulation & pedestrian circulation
bus terminus at G level with landscaping podium above
reconstruction of existing piers

site section

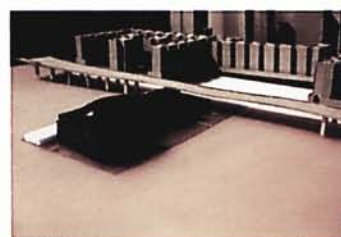




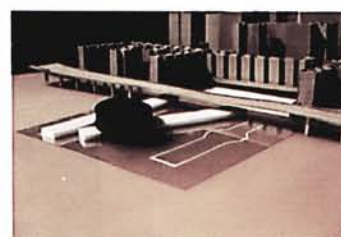
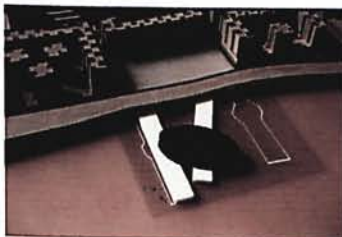
opt1



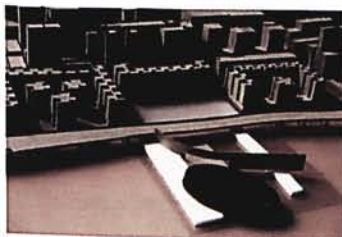
opt2



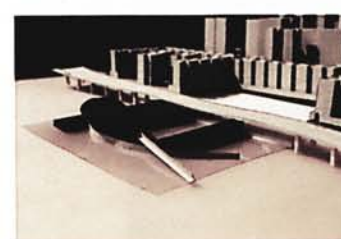
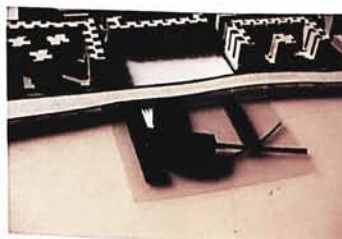
opt3



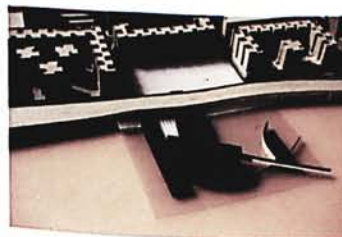
opt4



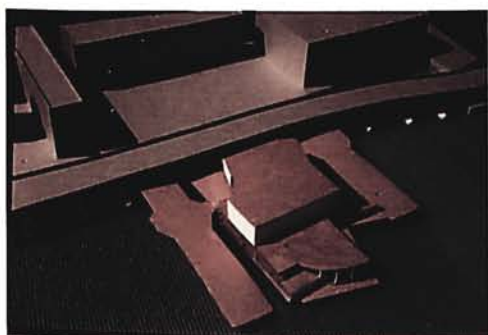
opt5



opt6



opt7



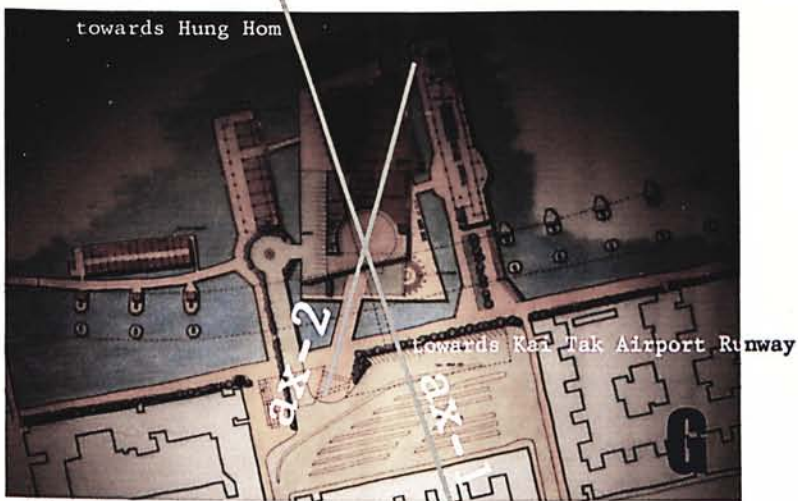
SCHEMATIC DESIGN 1

G

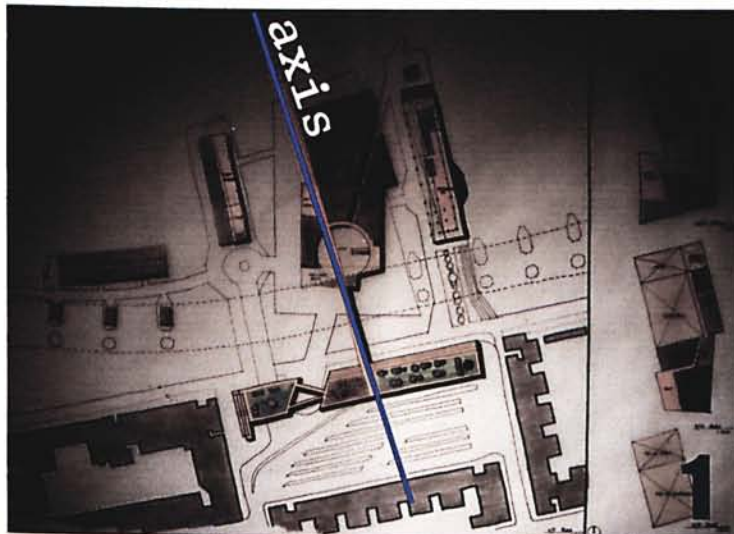


1





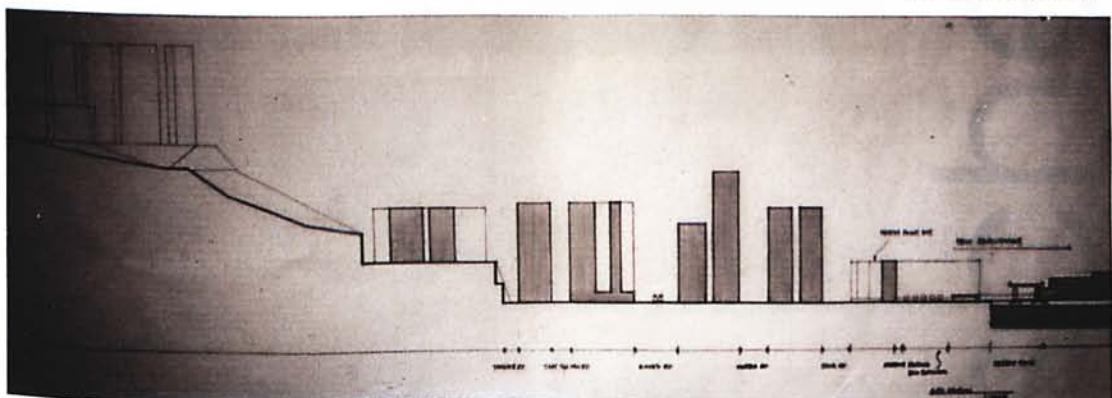
site plan

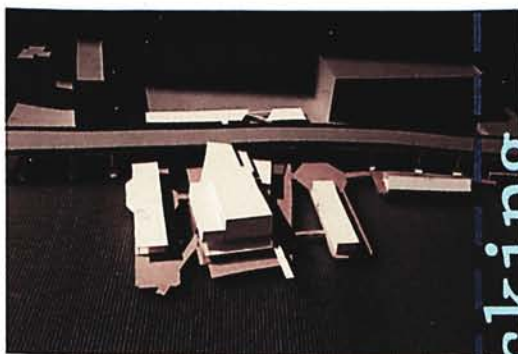


SCHEMATIC DESIGN 2
DESIGN REVIEW 2

seafood market on floating platform
axial relationship towards opposite coastal area

site section

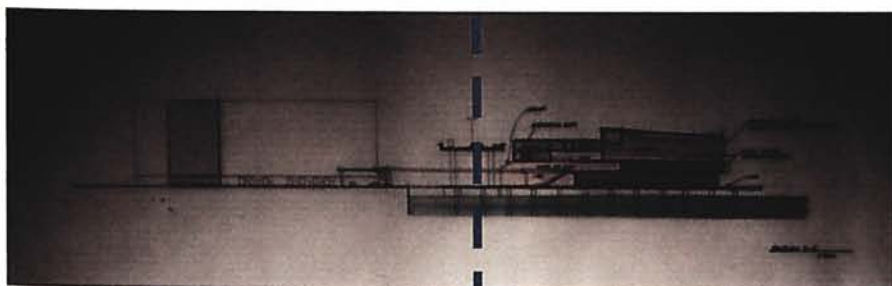




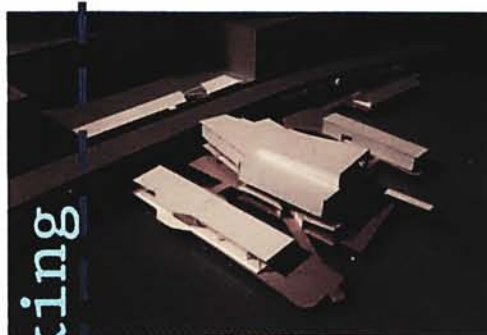
view from N



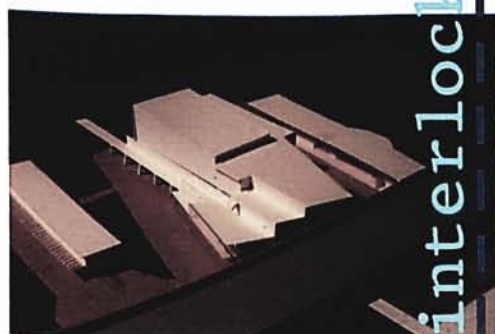
view from W



section A-A'



view from NE

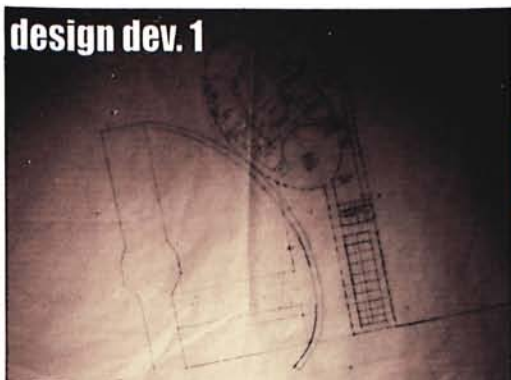


view from SW

interlocking

interlocking

design dev. 1



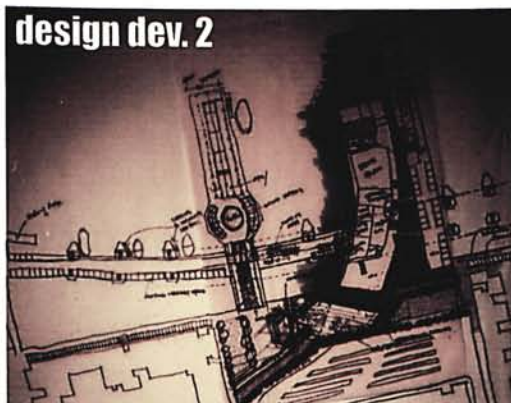
DESIGN DEVELOPMENT

Design Development

11.4

form - egg (n) reborn

design dev. 2



prime waterfront

form - curve, break from order of city grid, creat a fluid space

design dev. 3



form

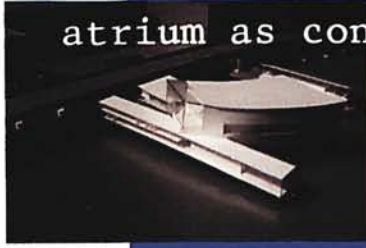


symbolism



form - interlocking of curved objects, curve defined by views towards Tsim Sha Tsui

atrium as connector of bldg.



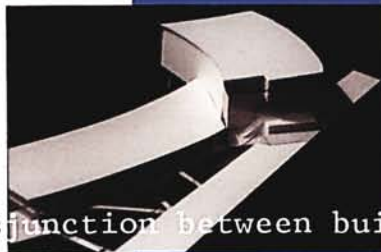
Victoria Harbor as scenery of theater



building extruding through Island Eastern Corridor



bridging disjunction between building



utilization of space under bridge

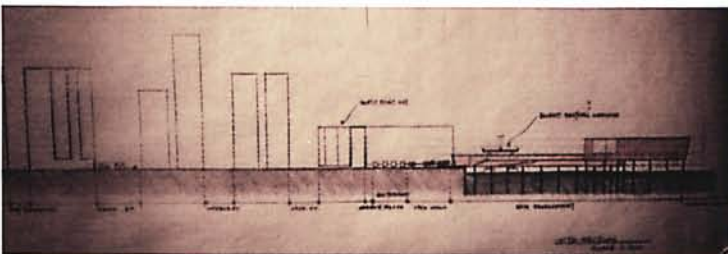




$\frac{1}{2}$ existing bus terminus
=> landscape space of visitors

amphitheater + greenery space
+ waterfront promenade
=> landscape open space

site plan I



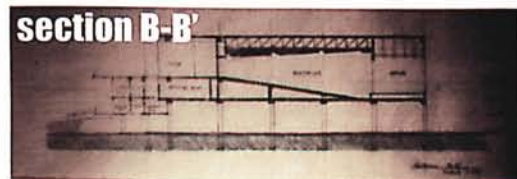
site section

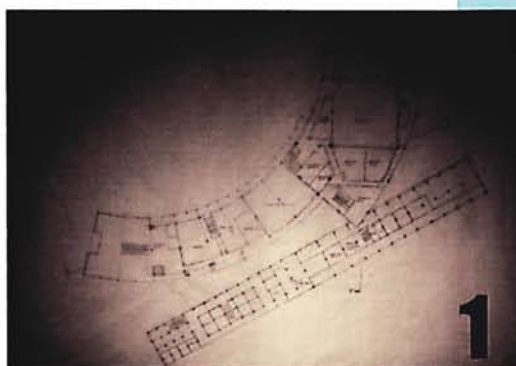
DESIGN DEVELOPMENT 4
DESIGN REVIEW 3

section A-A'



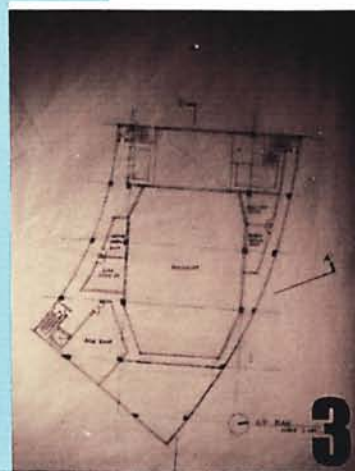
section B-B'

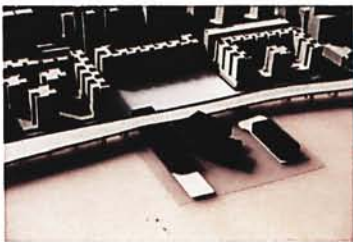
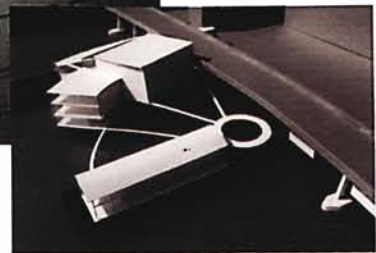
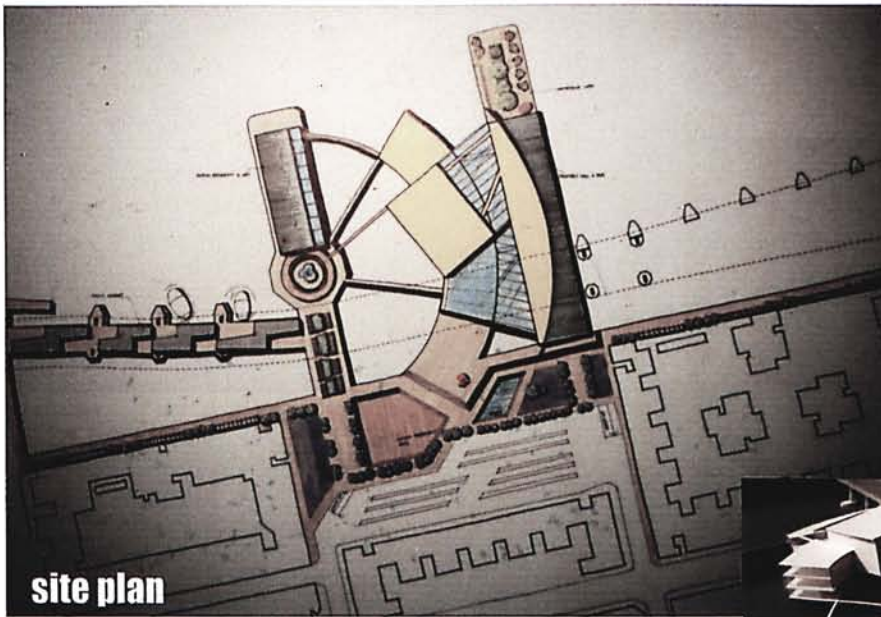




ceramic workshop art and craft workshop
music studio cafeteria **shops** ticket office
waiting and boarding area administration
office building office **ceramic**
workshop art and craft workshop music
studio cafeteria shops **ticket office**
waiting and boarding area administration
office **building office**
ceramic workshop art and craft
workshop music studio cafeteria shops
ticket office **waiting and boarding**
area administration office building office
ceramic workshop art and craft workshop
music studio cafeteria shops ticket
office waiting and boarding **area**
administration office building office
ceramic workshop art and craft workshop
music studio **cafeteria** shops ticket
office waiting and boarding area
administration office building office
ceramic workshop art and craft workshop
music studio cafeteria shops ticket office
waiting and boarding area administration

lecture room dance studio
multipurpose hall library theater
Chinese tea house shops
lecture room dance studio
multipurpose hall library theater
Chinese tea house shops
lecture room dance studio
multipurpose hall library theater
Chinese tea house shops
lecture room dance studio
multipurpose hall library theater
Chinese tea house shops
lecture room dance studio
multipurpose hall library theater
Chinese tea house shops





massing model 1

DESIGN REFINEMENT
DESIGN REVIEW 4

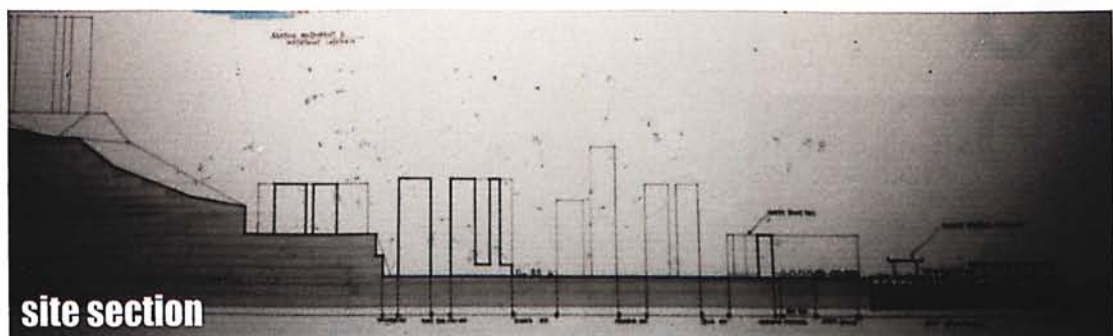


massing model 2

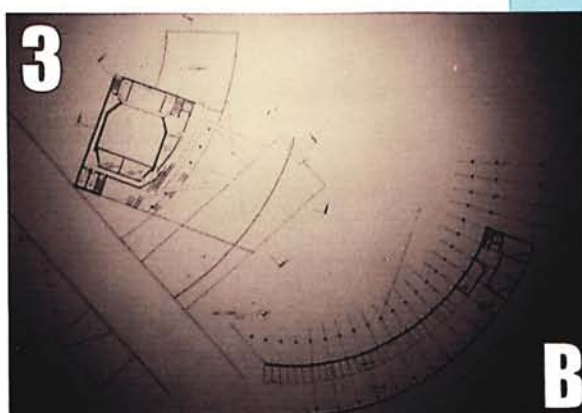
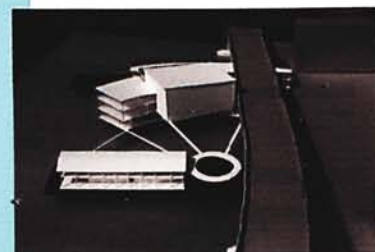
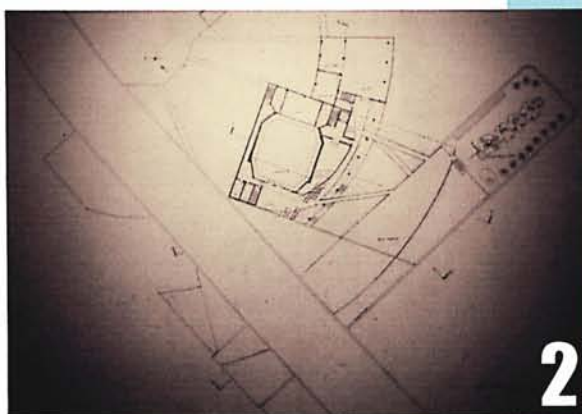
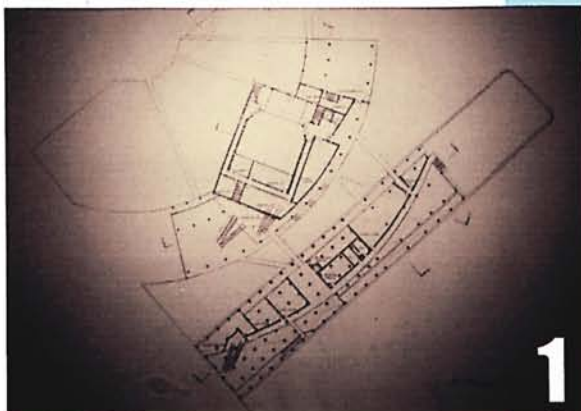
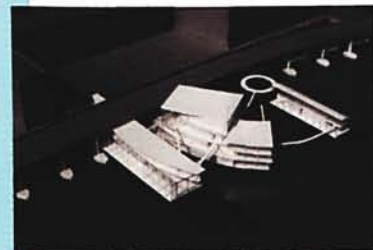
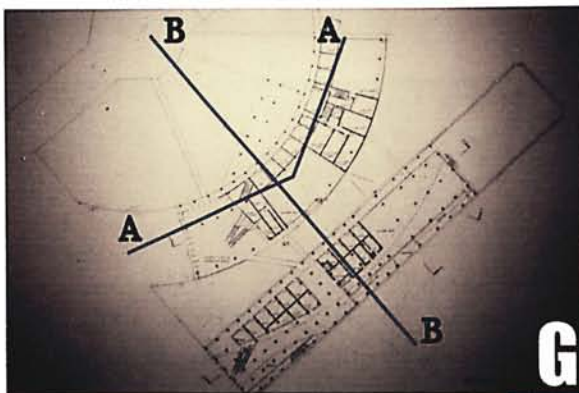
creating an inner water space through
creating a focus of the form

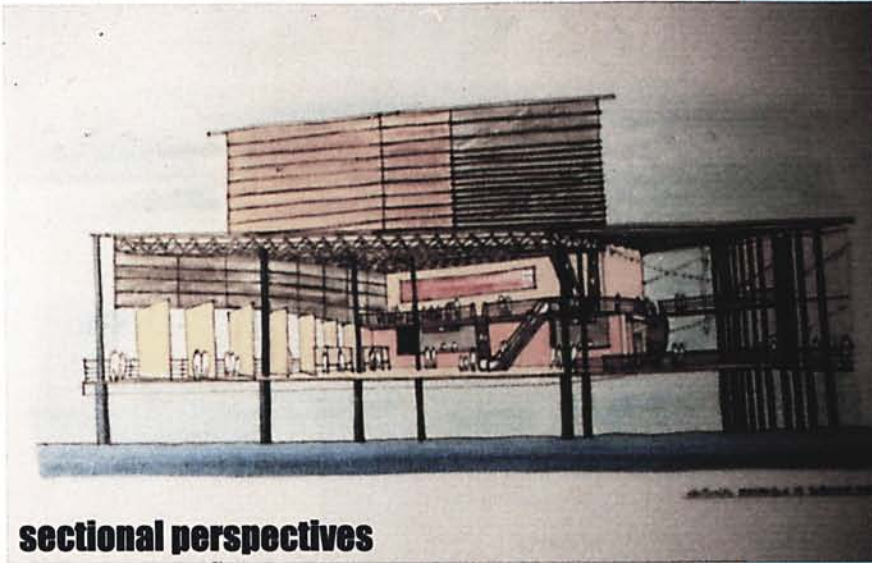
bridges linking the circular
water space

moving the auditorium towards the inland area,
allowing more functional area to have harbor
views



site section





sectional perspectives



bridging the disjunction



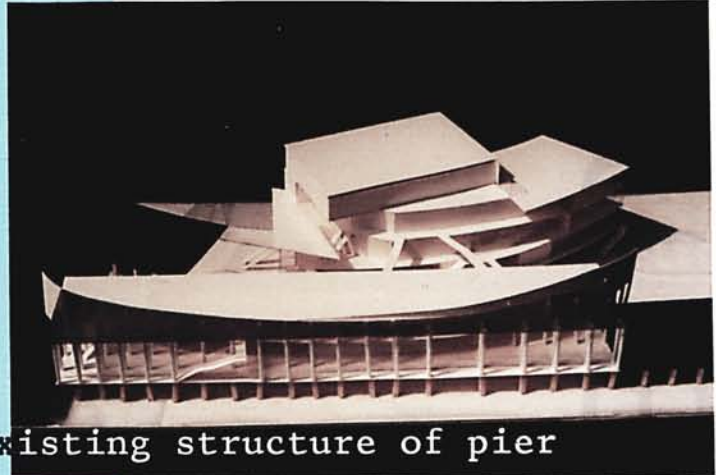
section A-A



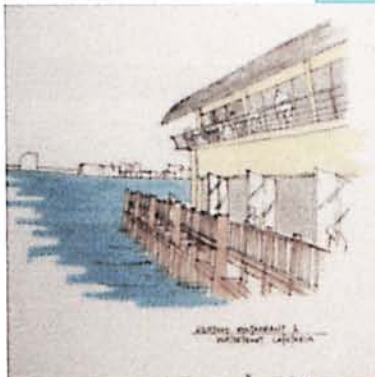
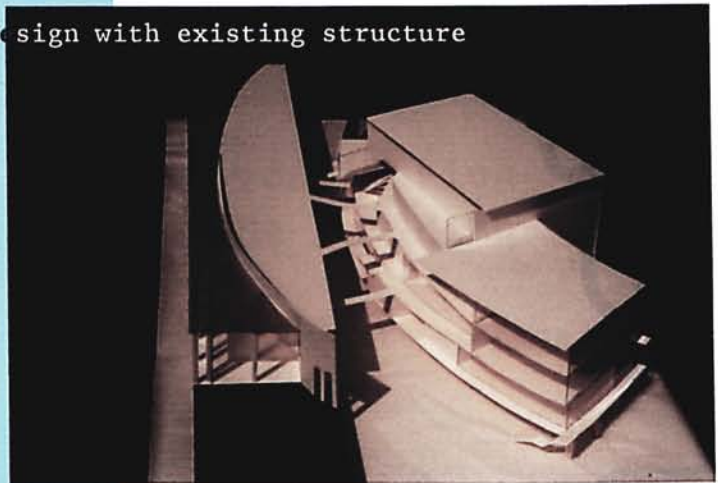
section B-B



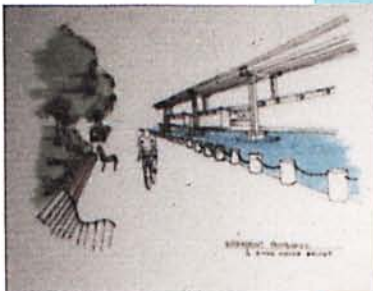
utilization of existing structure of pier



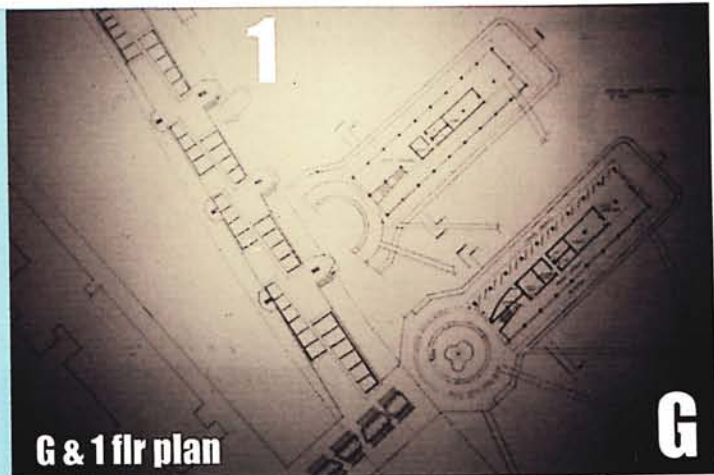
recreation of spatial design with existing structure



view of seafood restaurant and waterfront cafeteria

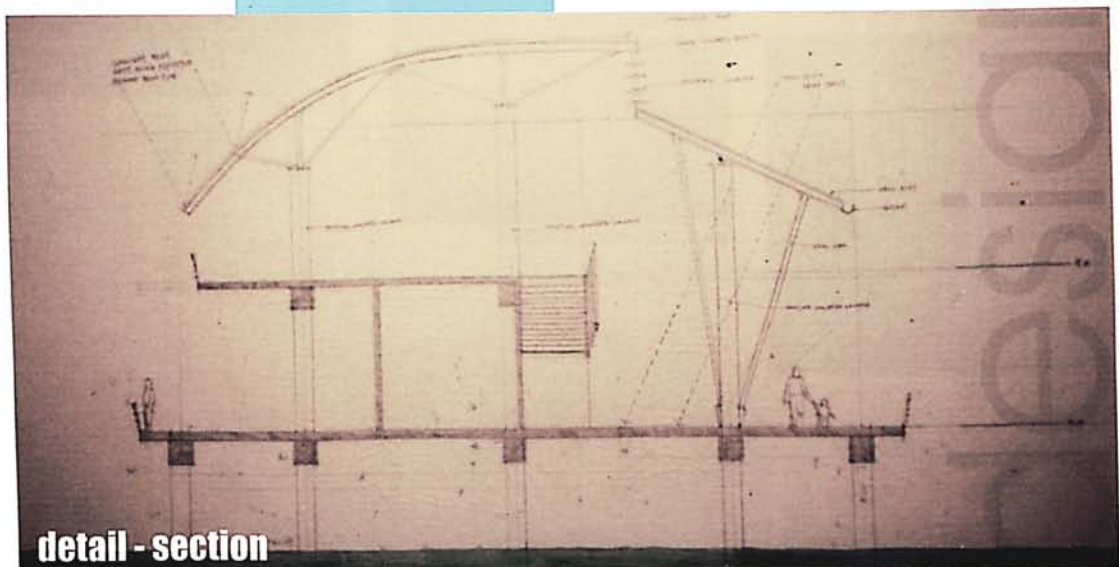


view of waterfront promenade

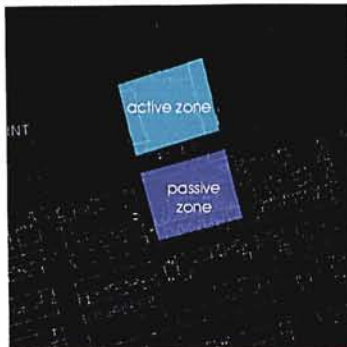


natural ventilation
across the building

existing concrete columns



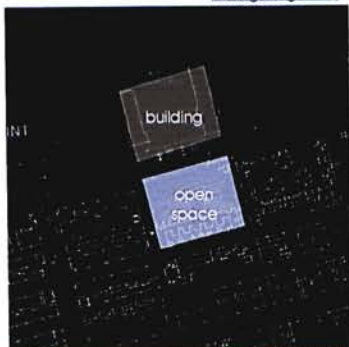
12. Concept Layouts



zoning diagram 1



zoning diagram 2



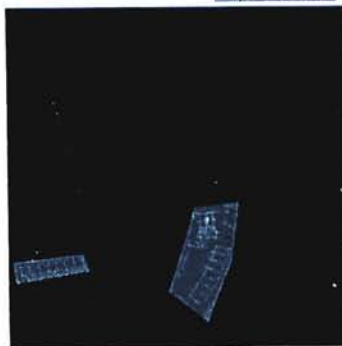
zoning diagram 3



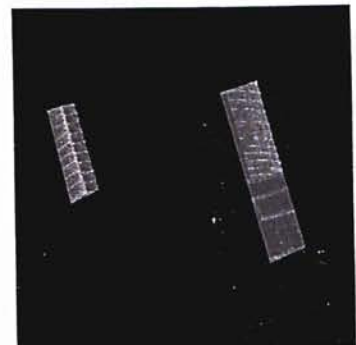
bridging over water



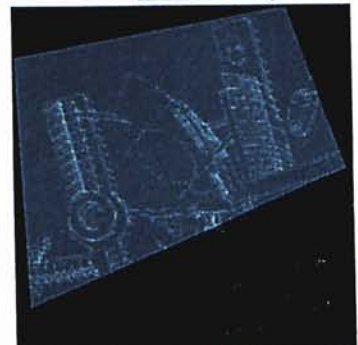
major circulation



utilization of space under bridge



utilization of existing structure



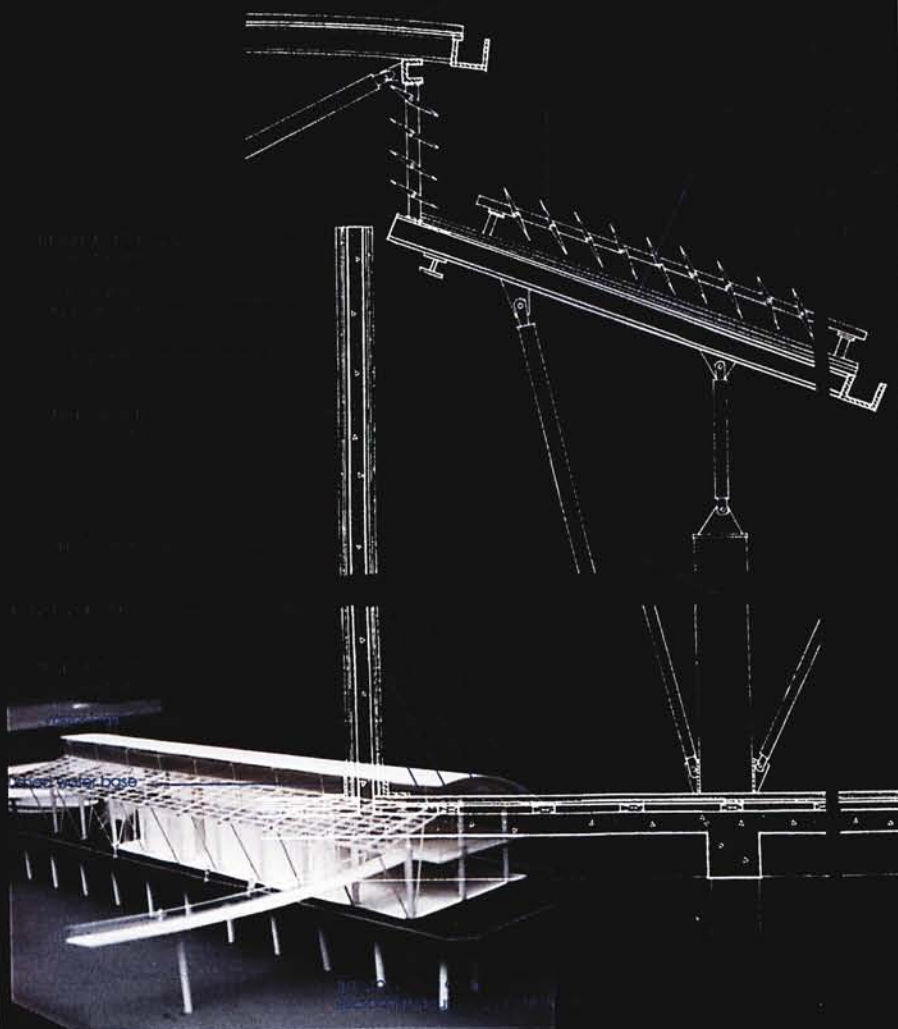
floating over water



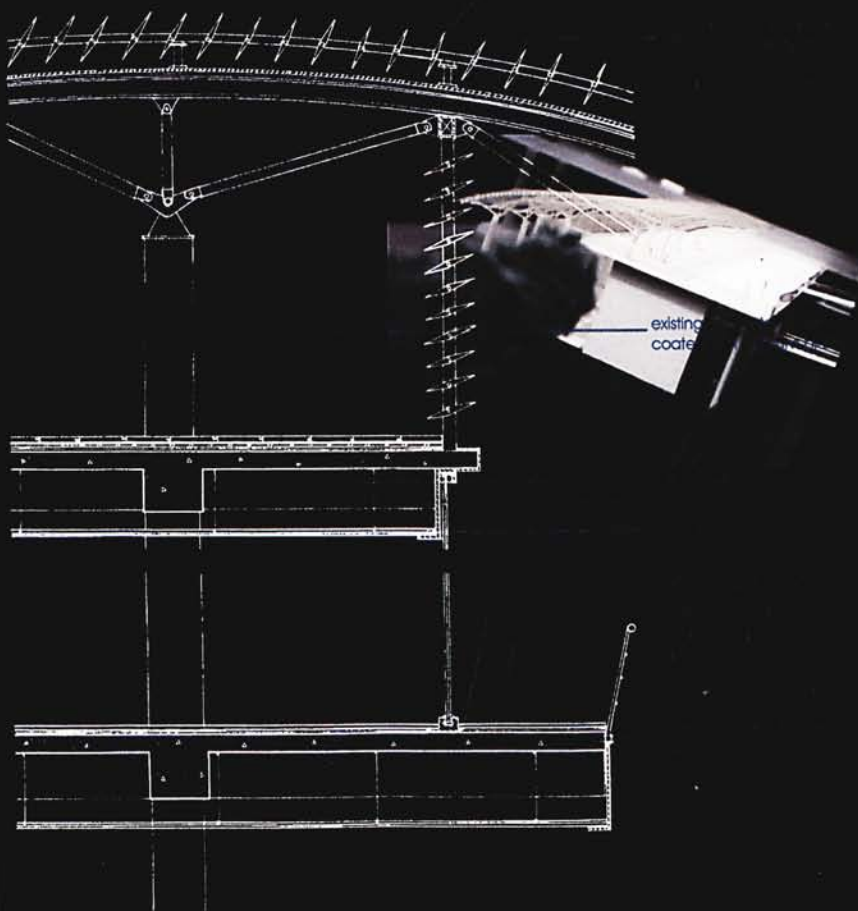
vehicular circulation

13. *Special Studies - Passive Energy Control*

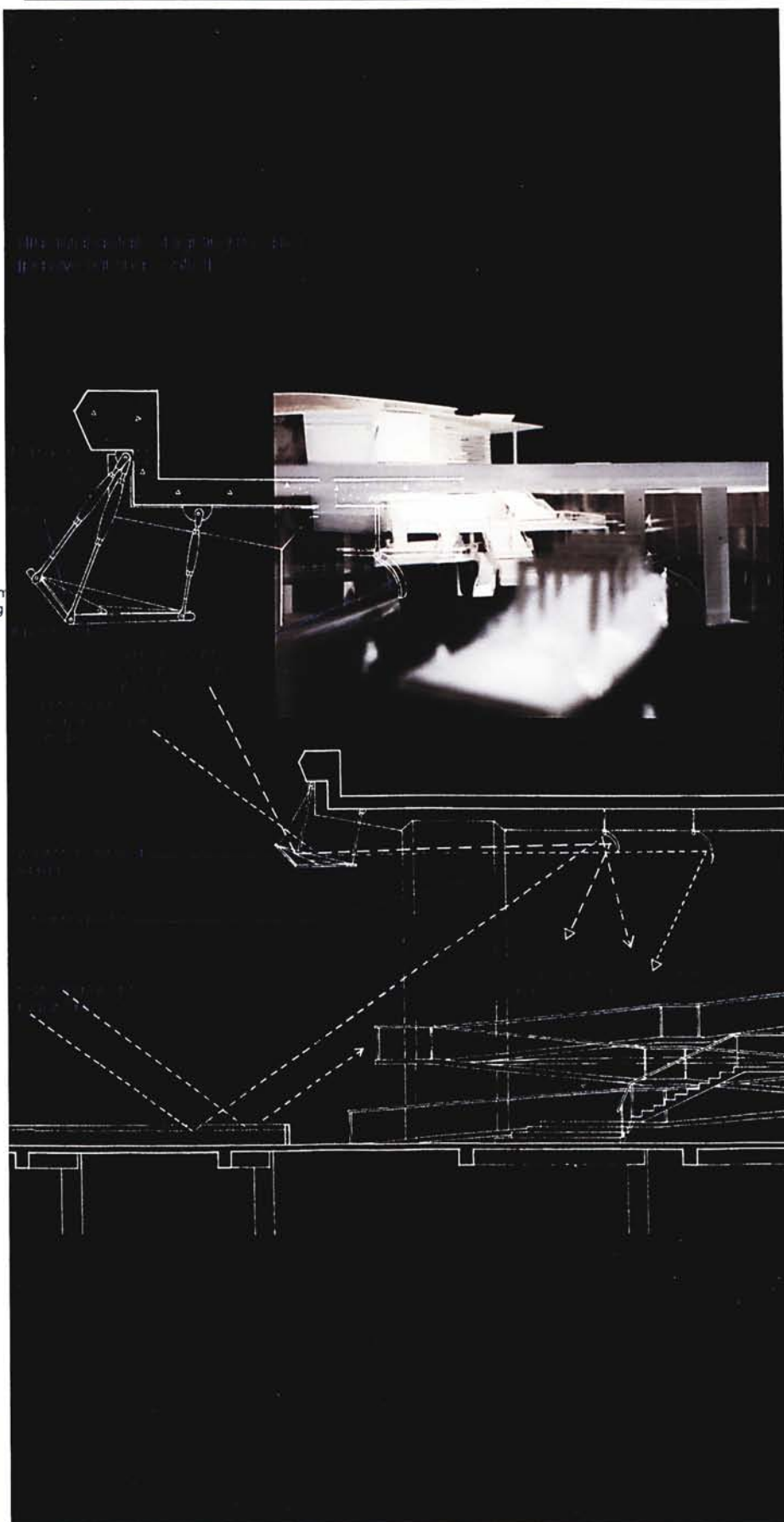
Diagram of the proposed building
form and its relationship to the
waterfront and the surrounding
landscape.



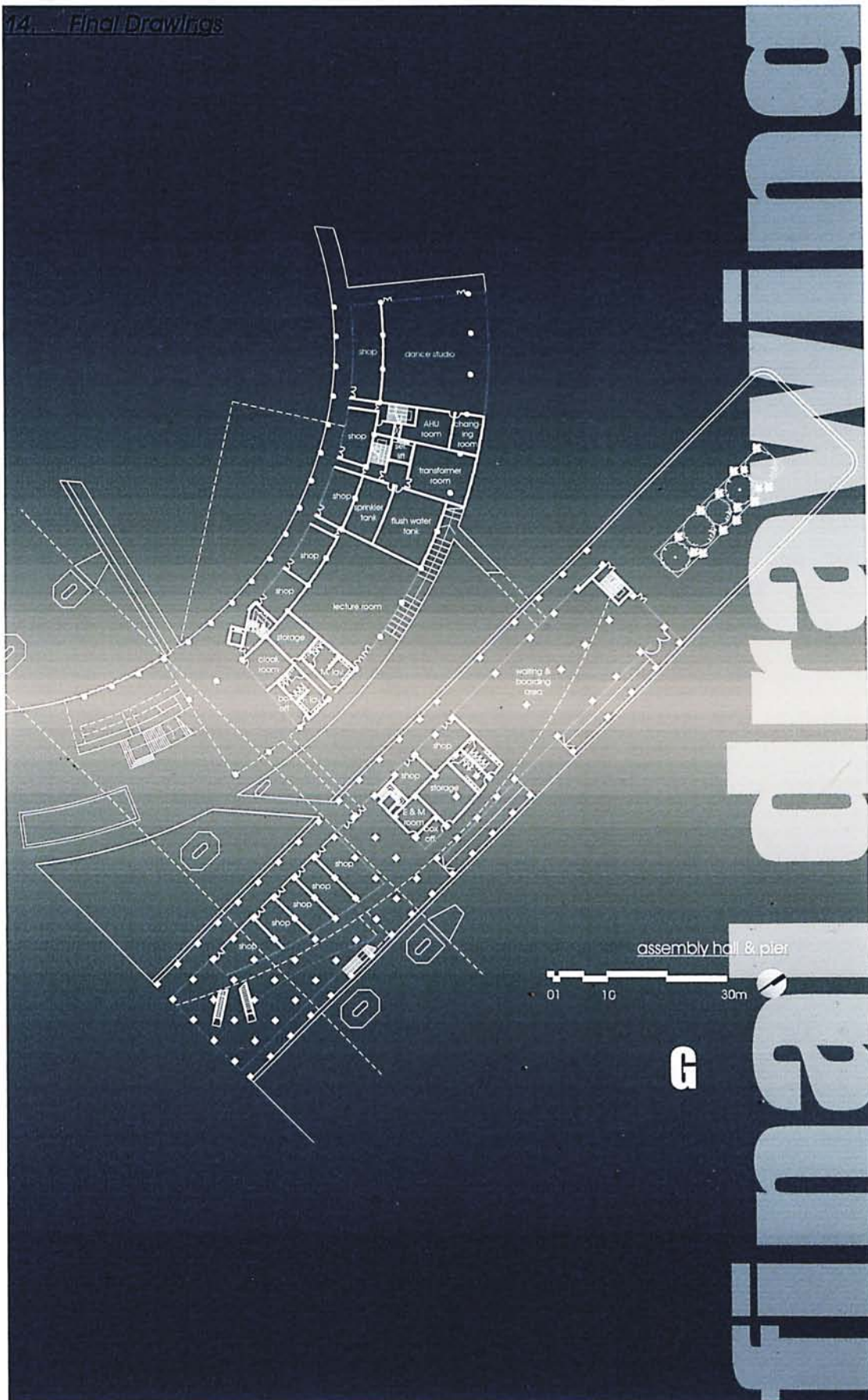
discovery of identity
north point waterfront redevelopment
with a new identity

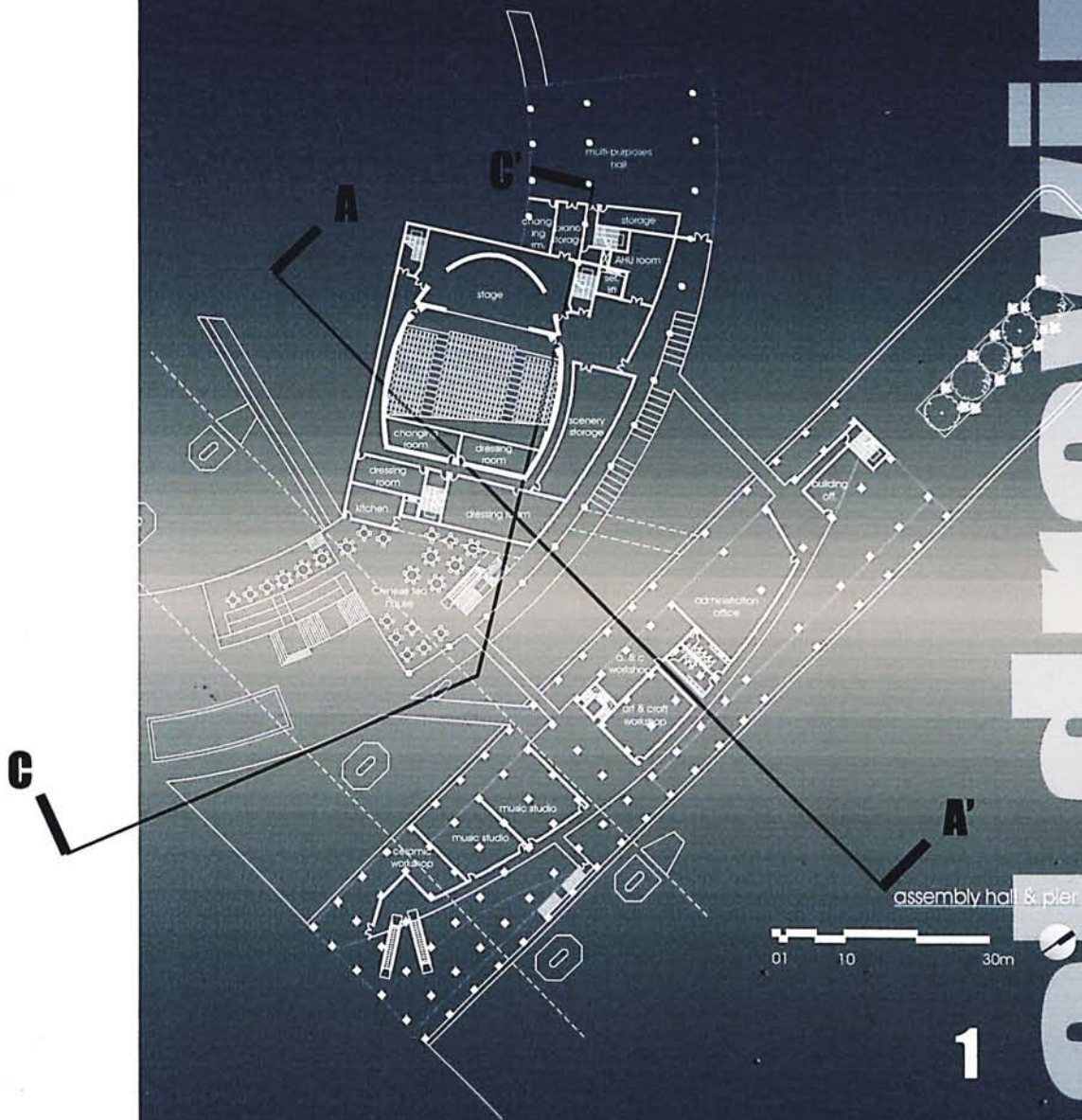


aluminum
cladding

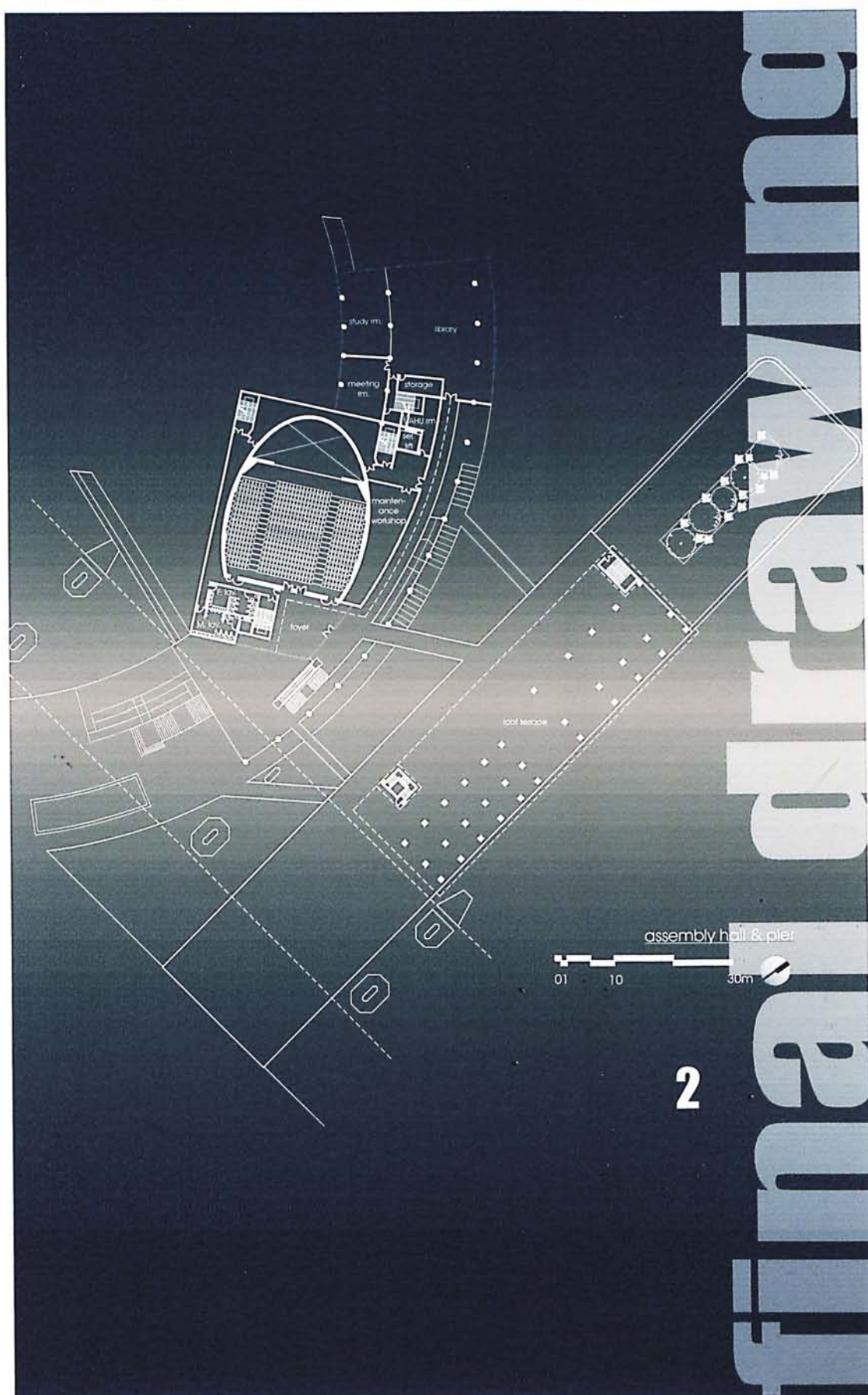


14. Final Drawings

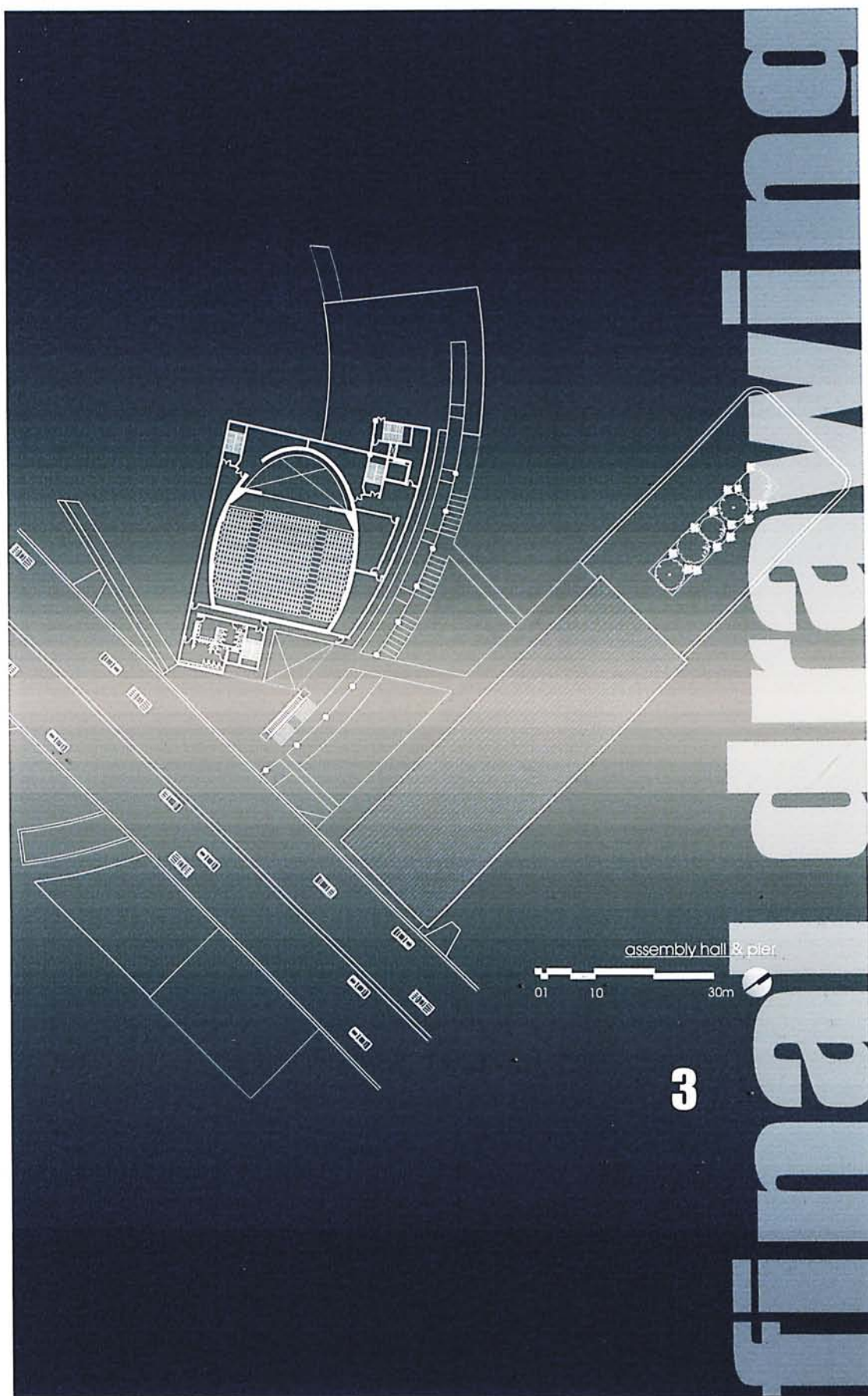




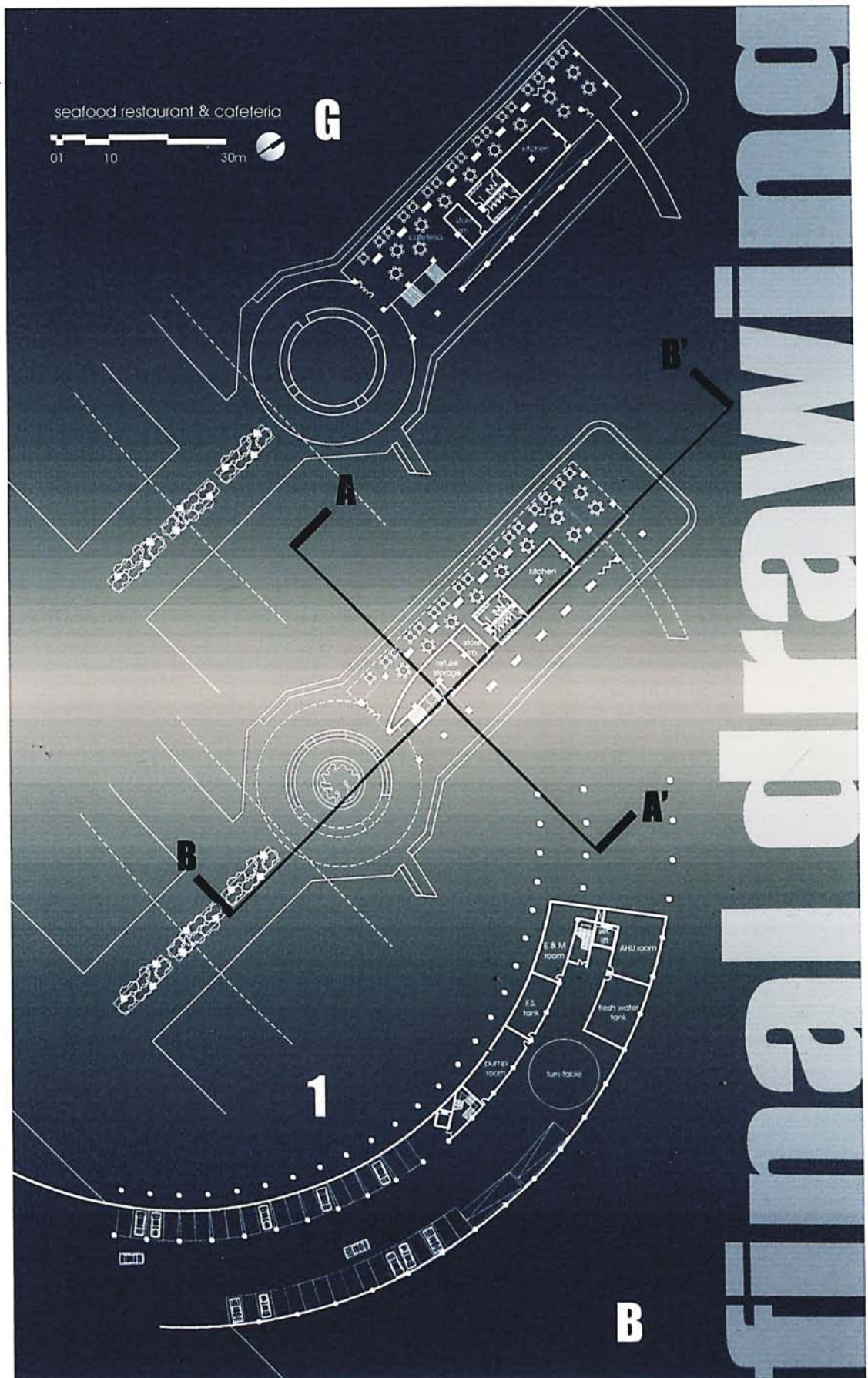
1

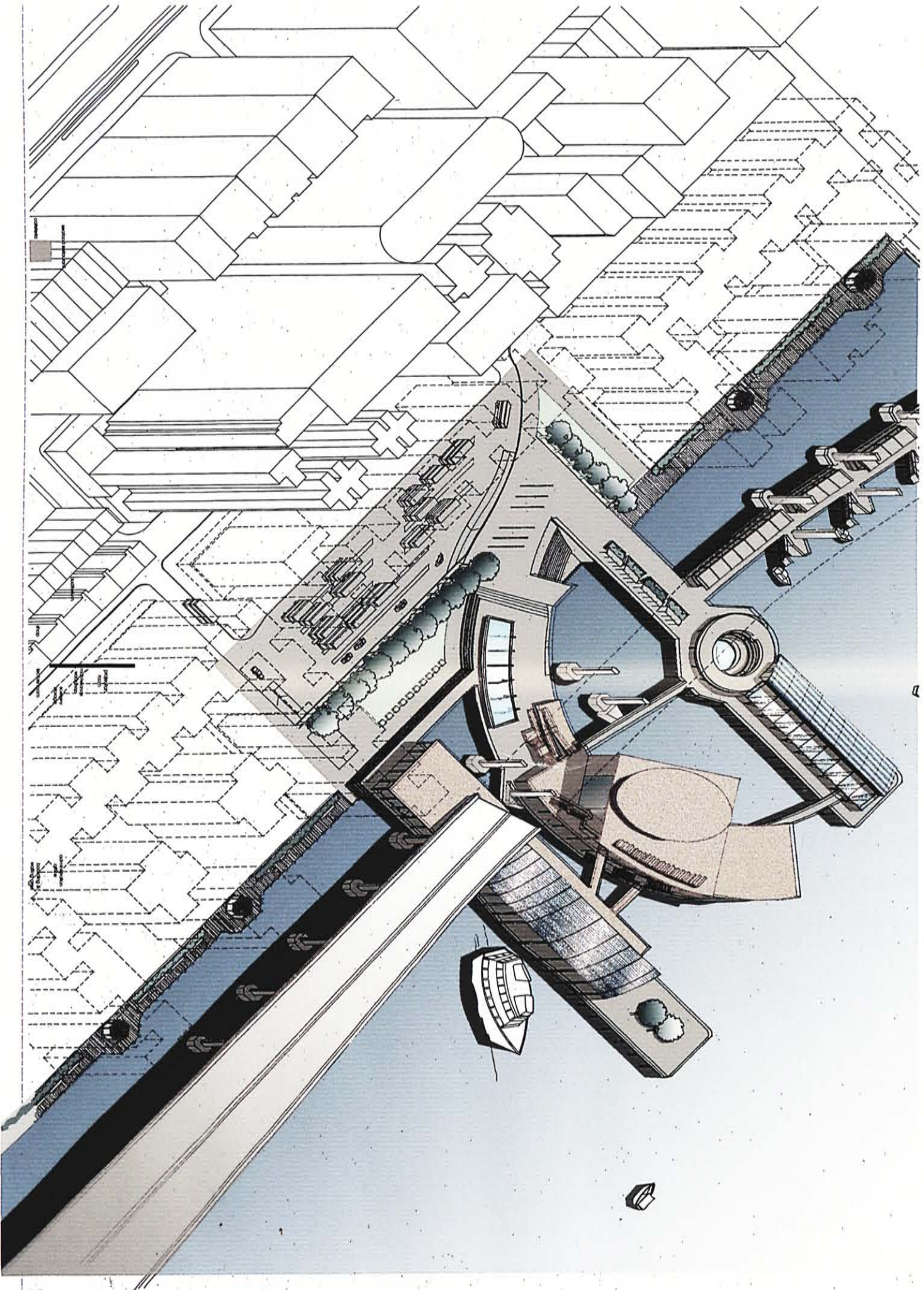


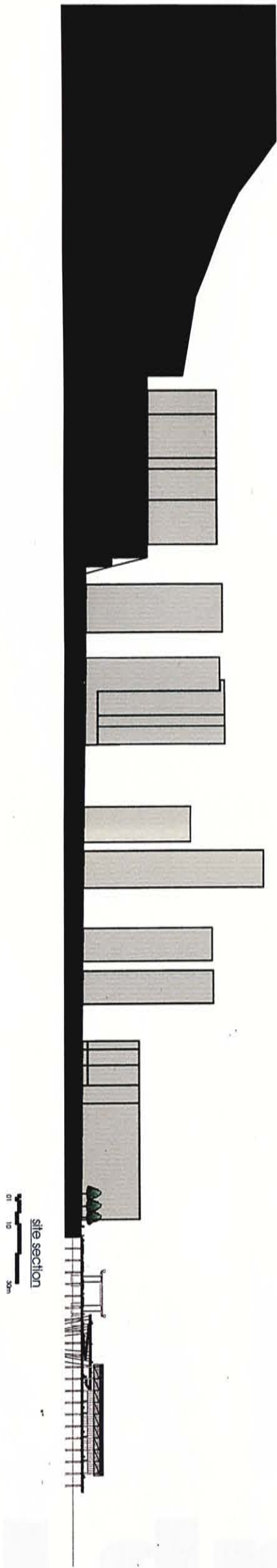
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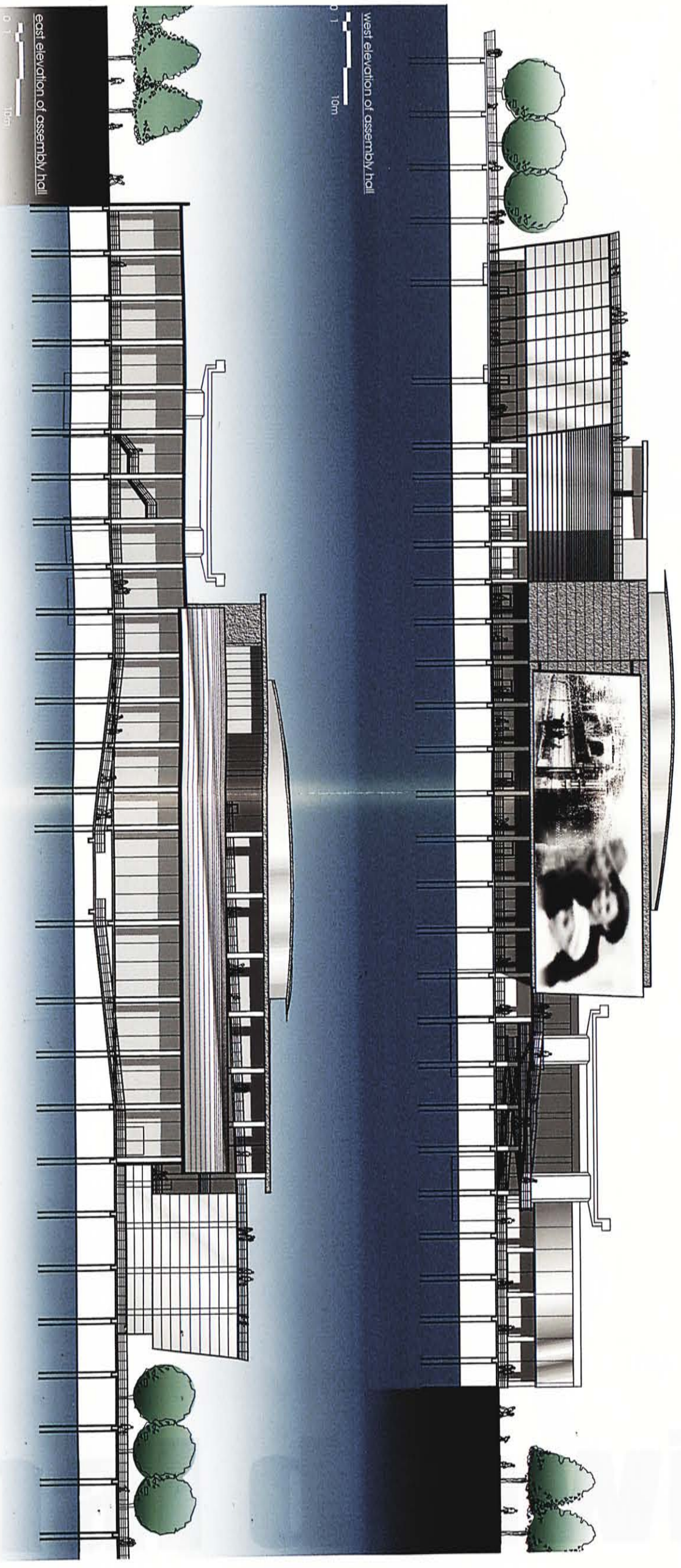


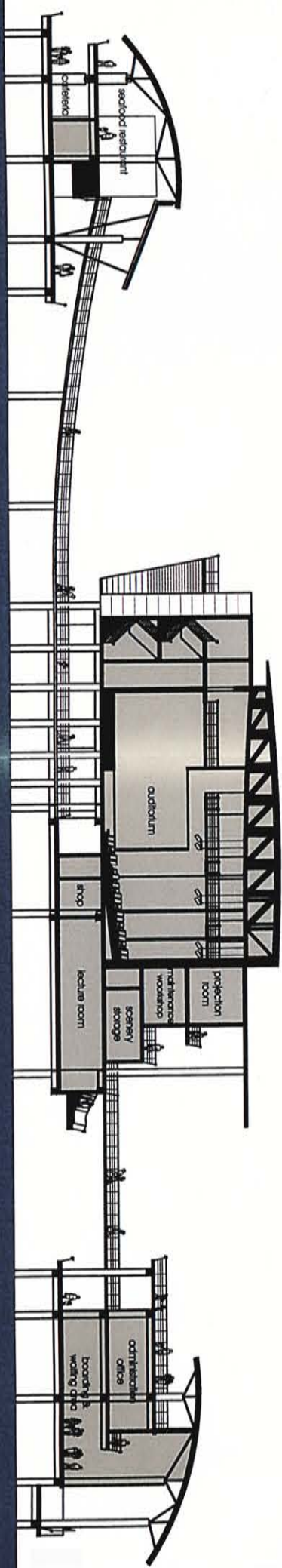
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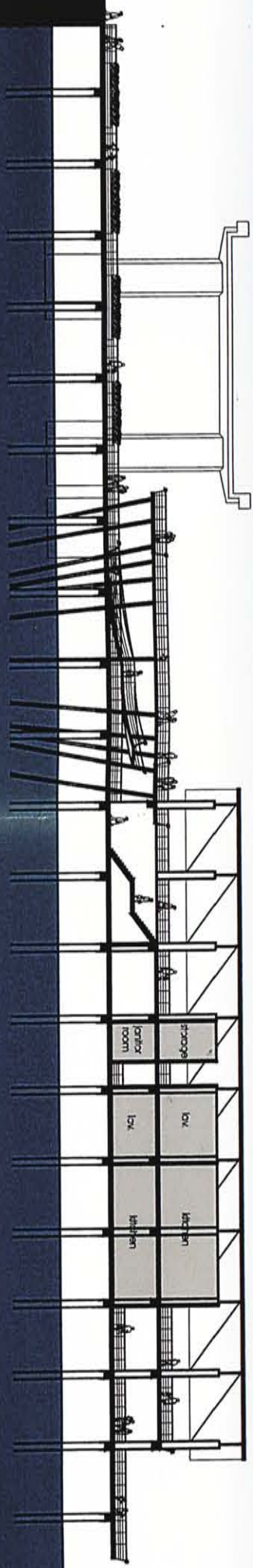




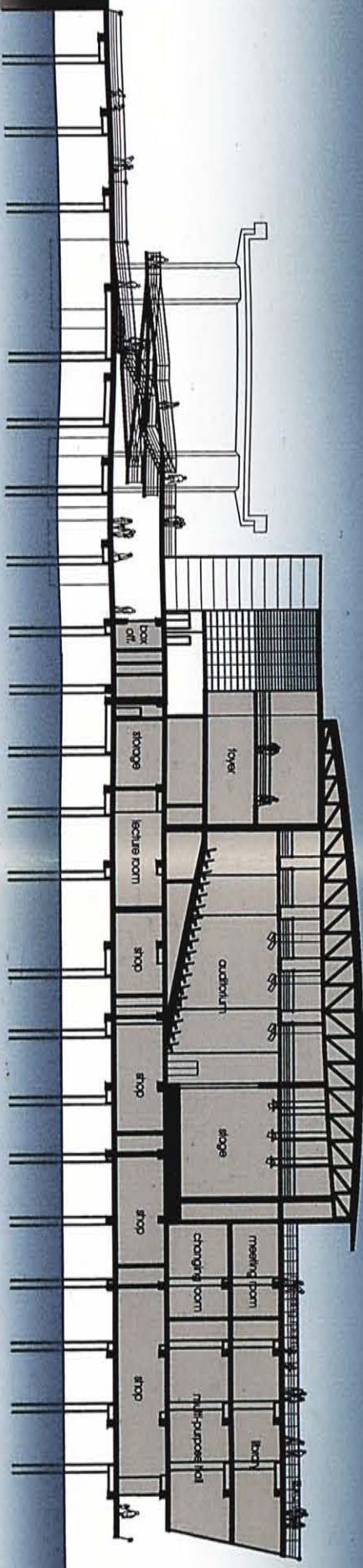




section A-A
0 1 10m



section B-B
0 1 10m

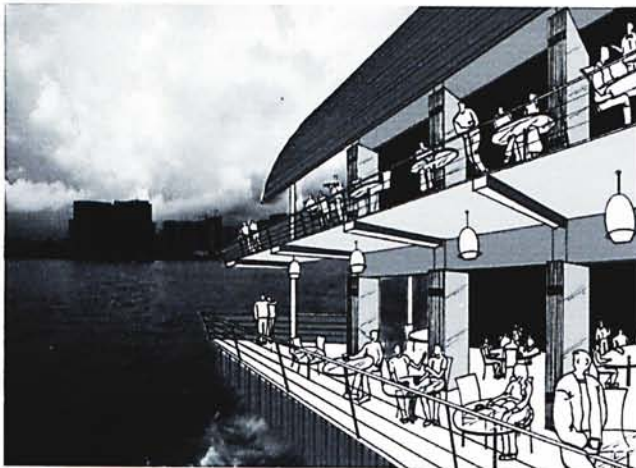


section C-C
0 1 10m

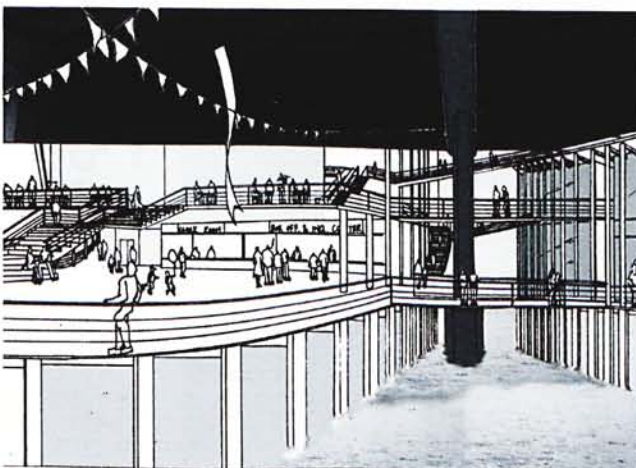
15. *Perspective Illustrations*



waterfront promenade



seafood restaurant and cafeteria

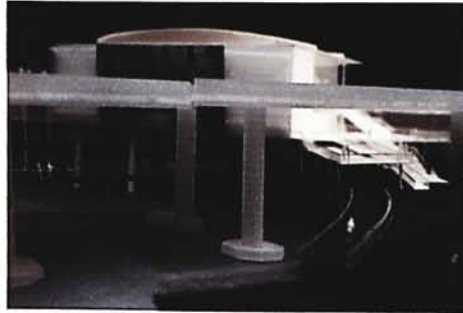


entrance plaza of assembly hall

sequence of entrance to Assembly Hall



entrance plaza



ramping up to pla



bridging disjunctio

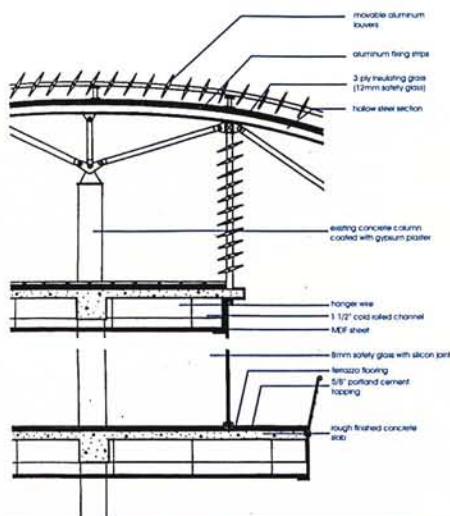


major circulation



colonnade

16. Materials, Assemblies & Construction



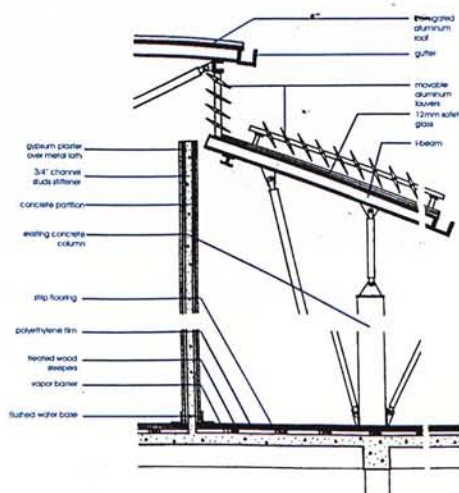
structural detail of pier
(reusing existing concrete structure
with passive climatic design)

Structure

- The main material of the whole development is concrete column and beam structure.
- For the "seafood restaurant" and the "pier", existing concrete columns will be sustained with new roof structure added. (ref. to the details above and below)
- Another important structure is the steel structure of curtain wall in Assembly Hall building. Steel posts will be used by attaching to the concrete columns, in order to hold the glass facade.

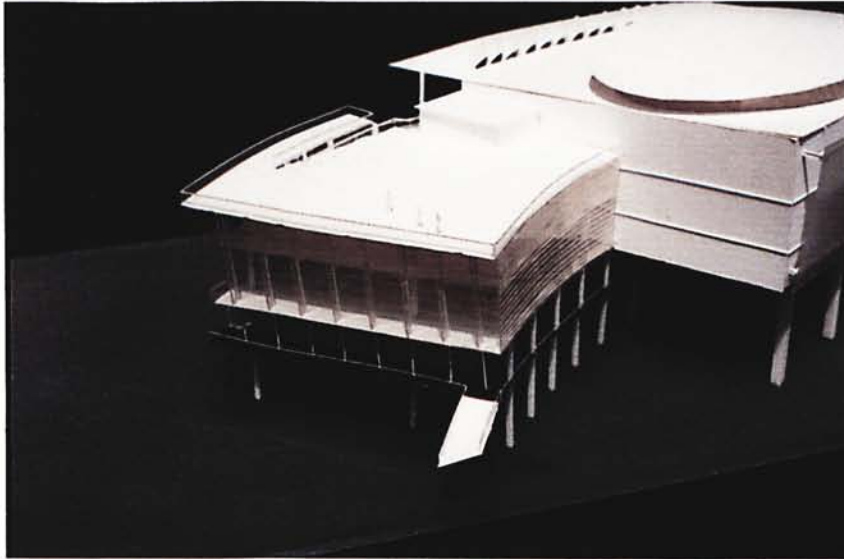
Building Services

- The main building services of the development is located at the basement and ground level of the Assembly Hall. (ref. to chapter 14 - final drawings - plans)



structural detail of seafood restaurant
(reusing existing concrete structure
with passive climatic design)

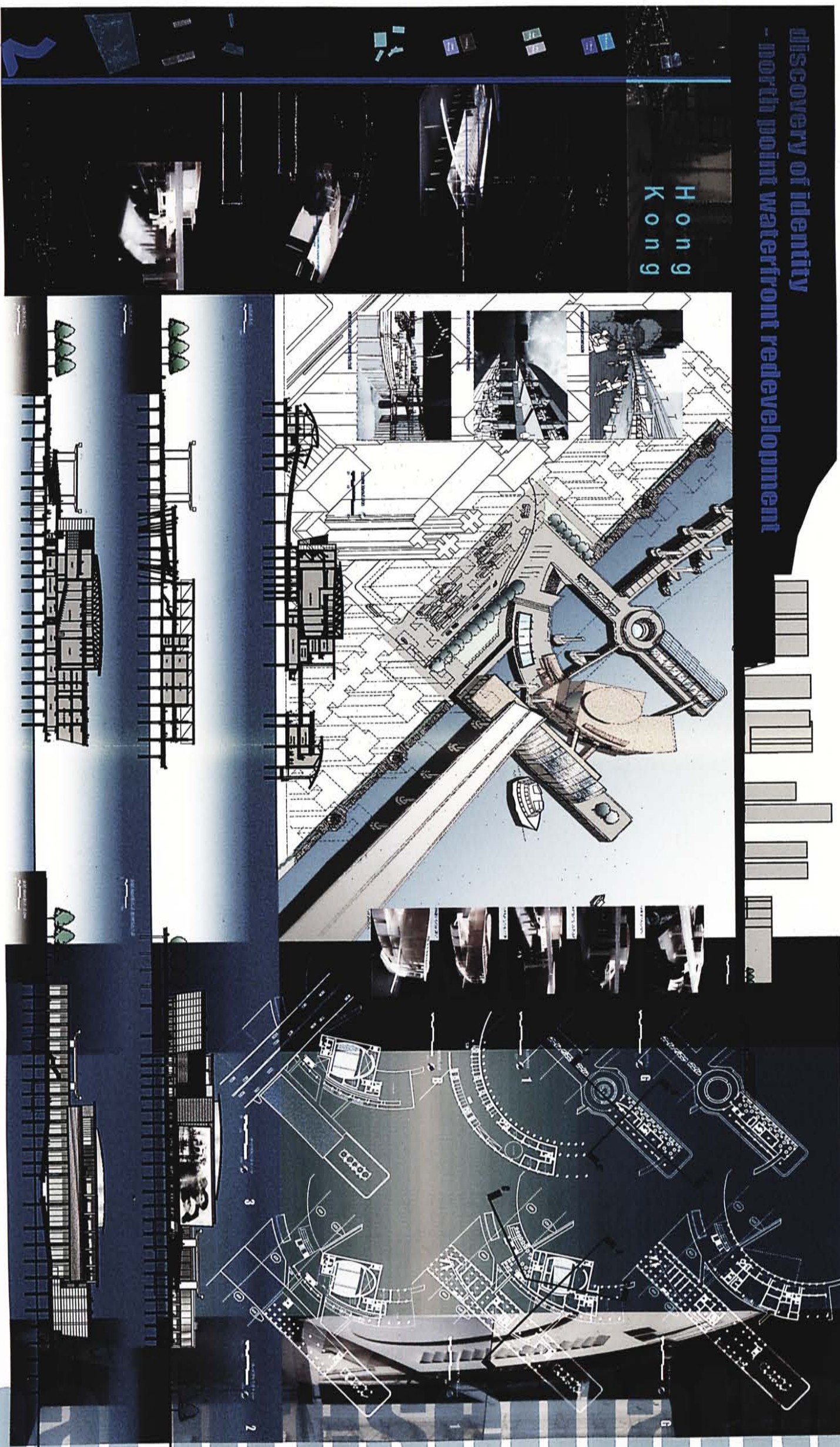
transformation of existing pier into
seafood restaurant and canopy



curtain wall structure of Assembly Hall



Steel posts attached to the concrete columns
to hold the glass facade



PART 5

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PART 6



Bayside Place Hakata Futoh
Fukuoka, Japan



Port Vell Barcelona, Spain

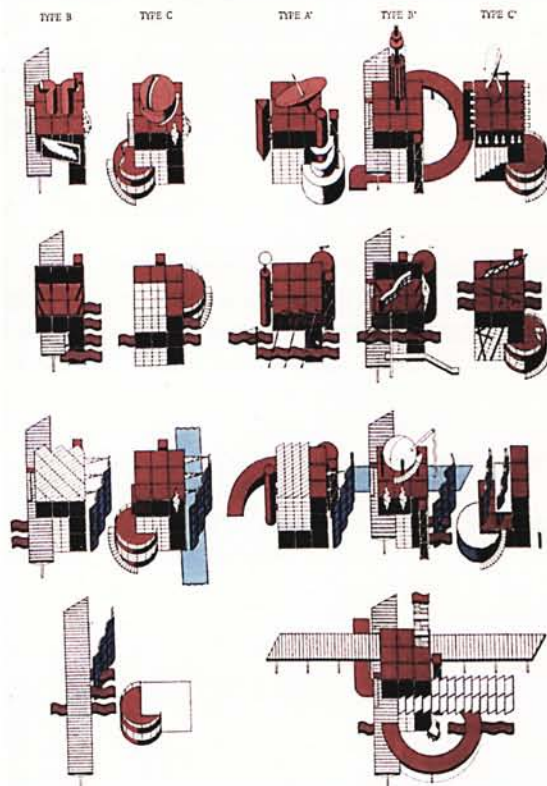


Bayside Marketplace and
Mia Marina, Florida, U.S.A.

18. *Precedents*

18.1 *Precedents for urban design*

- Port Vell Barcelona, Spain
- Parc de la Villette Paris, France
- Bayside Place Hakata Futoh Fukuoka, Japan
- Bayside Marketplace and Mia Marina, Florida, U.S.A.



Parc de la Villette Paris, France



Overall view of the port

18.1.1 Port Vell

Location: Barcelona, Spain
Architects: Jordi Henrich Monras and Olga Tarrasso Climent
Completion date: 1993

- **Concept**

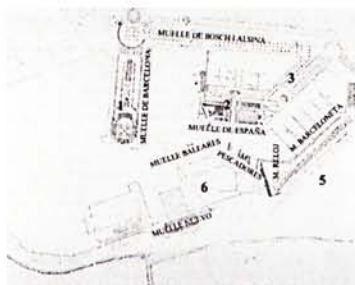
To create a new identity for the city. To extend the traditional Rambla down to the harbor and create a new termination for it. Turning the old docks as urban spaces for use of the old city.

- **Study Goals**

The sea and harbor are one of the symbols of Barcelona. Over the last decade, the planning of the city becomes one of major attractive studies in the field. Especially after the 1992 Olympic, the city remains a valuable tourist spot. The waterfront becomes the major development of the city. The integration of public facilities, attractive to both local residents and tourists, are valuable to study. The utilization of urban spaces to create a place for leisure and recreation relates much to the waterfront development of Hong Kong. The programme of Port Vell development is linked with the continuous development of the city. The overall planning of the port which has to harmonize the existing context. Besides, the development is also related much to the activities of people in the city. Although the scale of the project is much larger than the proposal of redevelopment of North Point Ferry Pier, it will provide useful information for the programming of the project.

- **Background**

The old port from the Moll d'Espanya dock to the Moll del Relotge, on the lower edge of the Barcelona district has been converted into a continuous pedestrian precinct over a kilometer. Various paving materials, banks and slopes, groups of trees, lighting columns, street furniture, sculptural elements are integrate into the promenade. These all contributes for permanent exhibition entitled "Urban configuration". Apart from the Isthmus Park, there are also shopping mall, cinema complex, Imax theatre, aquarium, Rambla de Mar and also squares.



Plan of old port



Plan of new development



Water promenade,
an extension of Rambla



Overall view to the new port
development



Imax theatre

• Programme & Design Issues

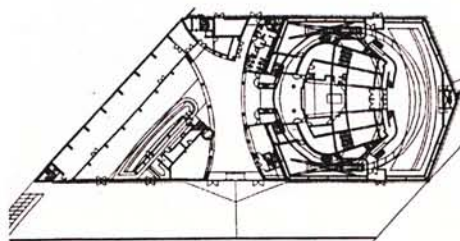
Redevelopment of Port Vell belongs to part of the remodeling of Old port of Barcelona. The Three fundamental Objectives in the operation of the old Port are as follows:

- Opening of the Port to the City
- Integration and provision of activities principally amusement and recreation traditionally lacking in the Ciutat Vella district
- Reutilization of a port area which, without losing its character as such, could house activities more in accordance with its present needs

The whole project is divided into two phases, before 1992, and 1992 to 1995. Espana dock, is mainly focused on the development of amusement, recreation, commercial and cultural nucleus, Port Vell. The three main basic facilities to fulfill the need of development are the Centro Commercial, the Centro del Mar and the Cine Imax. The building works are concentrated at the end part of the old Port.

The area connecting the building works and city develops into public garden zones and open spaces, which bridges the new development and the city. Rambla is a special feature of Barcelona. In order to extend the atmosphere of Ramblas from the heart of the city and bring the character of the city to the new development, a new pedestrian footbridge is built connecting the Bosch I Alsina dock and the front part of the Espana dock. The pedestrian footbridge reveals a sense of leisure and new sign of tradition cultural and social aspects. It also allows a close touch with the waterfront and nature.

At the corner of the two arms of the dock, the Cine Imax is located. The surface area of the theatre is about 2,000-sq. m. The height of the theatre is 26m, which is the highest point of the port. The architectural appearance of the Imax is quite abstract. It gives a fantastic and aerospace technological image to the pedestrian. As the location of the theatre is away from the urban development of the city, the white metal envelops of the building gives a strong image of fantasy rather than the conventional design of the city.



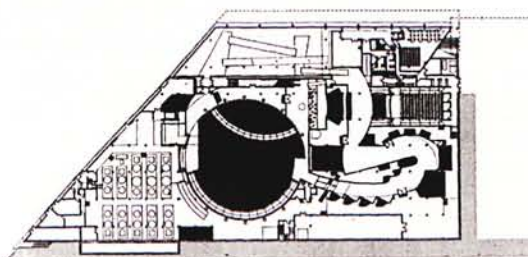
Imax theatre plan

Beside the Imax is the Aquarium Centro de Mar. The building is located at the hinge-point of the quay and opposite the monumental architecture of the Barceloneta, thus, the architectural expression is to give a sense of consistence to the buildings on the quayside. Moreover, the main idea of the building is as transparent as possible, which is achieved by superimposition of large horizontal planes. Views from inside and outside are emphasized through voids and vertical glazed surfaces. The main theme of aquarium is to bring a sense of life on the seabed. Looking upward to see the fishes is the most attractive point of the oceanarium. The aquarium also consisted of temporary exhibition space and cafeteria-restaurant. Apart from going downward to the sea, going upward, there are large internal greenhouse, Mediterranean room and a spacious terrace to look at the city. The area occupied by the centre is approximately 13,000 sq. m..

At the front of the dock is the Centro Commercial. The built up area occupied by the centre is 11,000 sq. m. and the constructed area is 21,500 sq. m.. The centre consists of restaurants, cinemas, shops, exhibition, etc., in order to provide recreational, commercial and cultural activities. An underground parking spaces is provided to accommodate 1,000 vehicles. Public transportation, such as buses with land at surface parking space nears the Imax cinema.



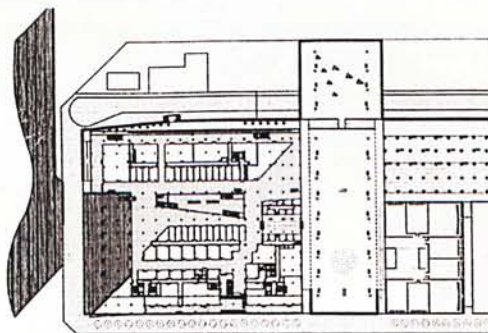
Aquarium Centro de Mar.



Aquarium plan



Shopping centre



Shopping centre plan



Master plan



One of the folies



The gallery

18.1.2 Parc de la Villette

Location:	Paris, France
Architects:	Bernard Tschumi
Completion date:	1995
Total site area:	125 acres ₂
26 folies total area:	186,000 ft ²
Galleries and bridges area:	70,000 ft ²
Landscape:	70 acres
Structure:	Concrete and Steel structure

- Concept

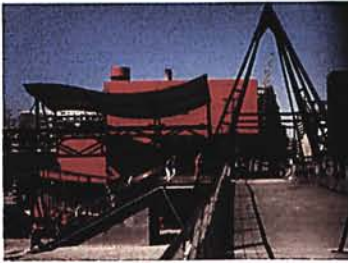
To prove the possibility to construct a complex architectural organization without resorting to traditional rules of composition, hierarchy and order.

- Study Goals

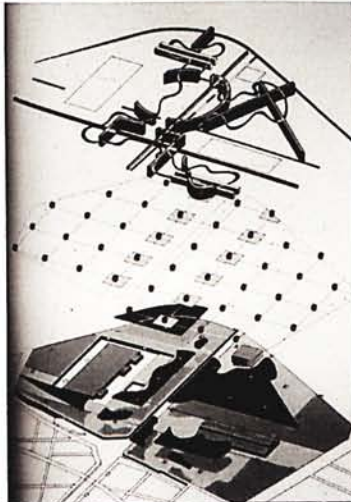
Overlaying of three systems forms the new park: the system of objects, the system of movements and the system of spaces. The park is a series of cinagrams. The superimposition of the three systems contributes to a set of architectonic, spatial or programmatic transformation. Each folie has its own specific function. Through a common structural core and materials, the unity of the total system is expressed. In this case study, the most attractive part to learn is the logic of the architect of the composition of the park. The organization of the elements, which represent one of the architectural languages of the 21st century, is valuable to study. In many cases, projects are harmonized with the context. One of the park's concepts of disjunction of city is another way of expression. This case study can give new and refreshing ideas to the thesis proposed.

- Background

As in Bernard Tschumi's point of view, Parc de la Villette is not a park as it being called but rather a new type of city. Inside the site, there are folies, galleries and promenades. Besides, there are also special projects by other architects, such as Museum of Science and Technology, Cite de la Musique, Grande Halle, Zenith and lodgments. Integrated with the site are works by other artists or landscape architects, such as Claes Oldenburg's sculptures.



The bridge introduce multi-level of pedestrian movement



The park is formed by juxtaposition of elements

- **Programme**

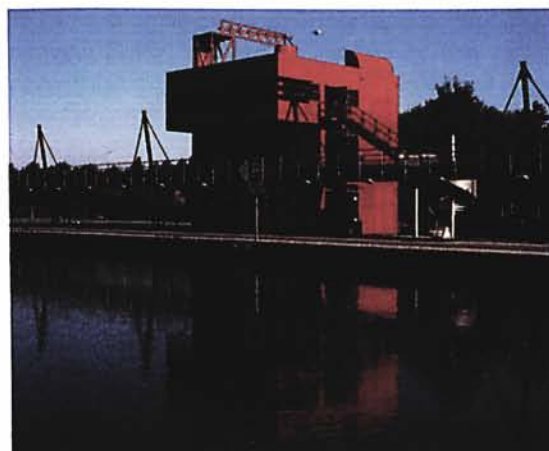
Parc de la Villette is generally composed of three main elements: 26 folies, galleries and the promenade. The folies are organized in a grid system with integration of galleries and promenade. How, the above elements are linked with other developments in the site area is also a main part of consideration of the programme.

- **Design Issues**

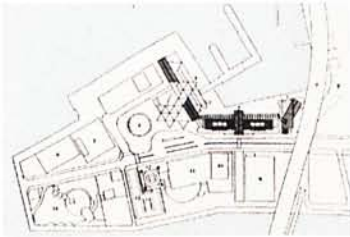
As a start point, the overall concept was formed from the design of large-scale organisation. The organisation was formed by superimposed concept on real site. The main concept of organisation is grid with juxtaposition of different elements on site.

The folies are organised in grid pattern. The folies are having different individual programmes but all are aiming to express movement, or structure versus envelope. Then, the architectural elements to express these concepts will be designed. Later, the programme of the folies will be discussed with clients. Modifications will be made to accommodate the required functions and area. In the whole development, the movement determines the design of architecture.

The organisation of the folies and galleries are important to co-ordinate with other developments in the site, such as the Grand Halle, Cite de la Musique and also the canal. The Grand Halle helps to generate the location and organisation of the folies. The axis of the organisation is not directly perpendicular with the canal. The north-south gallery cut through the canal with bridges across over the water. The gallery also goes across the folies. With the wave-like roof of the gallery, the movement of the gallery is further emphasized. The promenade also passes through the whole site freely, which breaks through the rules of axial relationship and grid organization.



Reflection on water



Master layout plan



Night-view



Waterfront promenade

18.1.3 Bayside Place Hakata Futoh

Location:	Fukuoka-city, Fukuoka, Japan
Architects:	K Architect & Associations Takumi Architects Co. Ltd.
Completion date:	June 1991 ²
Total site area:	8,754.07 m ²
Building area:	5,371.06 m ²
Total floor area:	9,115.53 m
Number of floors:	4 floors above ground
Structure:	Steel structure

• Concept

The goal of the design is to meet the functional requirements of the harbor and to integrate the park facing the sea, the outdoor space and the auxiliary commercial facilities.

• Study Goals

The terminal is composed of steel structure to create a sense of open spatial quality. People can get a breath of refreshment from the massive and crowded city. People can live more closely with the natural environment as the seaside deck allows people to have a closer touch with the ocean. Seating and outdoor cafeteria are provided. People can enjoy more natural sunlight and refreshment as sitting next to the harbor. Organization of decking and boarding places allows more human interaction. The restaurant, gallery, and aquarium provide recreational facilities for the residents. At night, the water reflection of lighting of the terminal gives a sense of liveliness to the waterfront. The atmosphere of the waterfront and the organization of the open space are the major design issues to be study

• Background

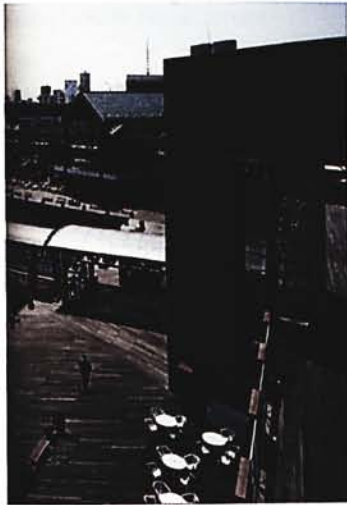
The 5 hectares area of the development is intended to build a recreational place for the city. The Bayside Place Hakata Futoh is the first phase of the development. The passengers' pier terminal is the center of transportation with the surrounding islands. Apart from the transportation use, the development of the waterfront is also intended to provide a place for relaxation. People can stroll along the promenade away from their busy working life.

• Programme

The area of around the Bayside Place Hakata Futoh is devoted mainly for recreation and cultural uses. The Fukuoka City Expressway cuts the headland from the city. The outmost area is composite of green space on one side,



Interior view of the aquarium



Outdoor cafeteria

terminal building and cargo handling centre on the other side. Going inward is the parking space and the monumental Hakata Port Tower. The municipal and children libraries are located inwards.

- **Design Issues**

The buildings locating at the waterfront are low-rise, about three storeys. This allows a closer touch with ground and water. As the Futoh acts as a leisure area for the city, the place should reveal of sense of fresh breath to the local residents. The seaside deck is composite of wooden strips with stool lay along the waterfront. This allows a closer touch with the water. Outdoor space design is a very important element in the whole development, such as outdoor cafeteria. Moreover, the landing platforms are located near to the waterfront, there is strong visual linkage among people on waterfront promenade and landing, this enhances the sense of liveliness to the place. In addition, apart from the pedestrian movement on the ground level, the design of terraces on upper floor levels also enhances pedestrian activities at different layers. This increases the sense of openness to the waterfront.

As the design of facade of buildings is quite transparent, the colour lighting and its reflection on water give a bustling atmosphere to the calm waterfront at night-time. The function of the three buildings on waterfront is mainly providing cultural and entertainment facilities to local residents. The restaurants are mostly located at ground floor with certain shops and terminal. An aquarium and gallery are also included. Terraces are important elements in design.

The tower in waterfront is much higher than the surrounding buildings, which acts as a landmark to the area. The colour of buildings and sculptures are very delight to enhance an active atmosphere in waterfront.



Strong visual linkage and interaction



Aerial view of development



Waterfront promenade



Street performance

18.1.4 Bayside Marketplace and Mia Marina

Location:	Miami, Florida, U.S.A.
Designers:	Benjamin Thompson & Associates, Cambridge, Massachusetts
Completion date:	1987
Developer:	James Rouse
Management:	Bayside Center Limited Partnership, c/o The Rouse Company
Land area:	2.2 ha
Moorings:	Water 208
Cost:	\$93 million

- **Concept**

The Bayside Marketplace is a major facility at the Miami waterfront adjoining the Biscayne Bay, which bridges the city and the waterfront bay in a harmonious way.

- **Study Goals**

Bayside Marketplace is a typical example of the development of festival market place. The awareness of marketplaces grew in 1970s. Most of these markets were at the waterfront area. However, the phenomenon passes quickly due to failure of certain market design. Most of the markets are treated as overly commercial and privatized shoreline. Thus, how to design a marketplace which is a civic focus where the public can really enjoy, with urban plazas, stools, bars and street performers, is the main study goals of this precedent.

- **Background**

The public marina, fishing boat moorings and the bayside park link the Biscayne waterfront and the city up. Buildings with shed-like metal roofs surround the open plaza and the open market is made up of small store and stalls. Apart from the marketplace, there is a pavilion running from south to north with restaurants, store and cafes. There are open verandas extended on the beach. Most of the pedestrian traffic is in the pavilion with canopies shading the path.

- **Programme**

- Public marina
- Fishing boat moorings
- Bayside park
- Open plaza
- Open markets with stores and stalls



Interior of market



Bridge and flower ring

- Pavilion with stores, restaurants and cafes
- Promenades and follies on the beach

- **Design Issues**

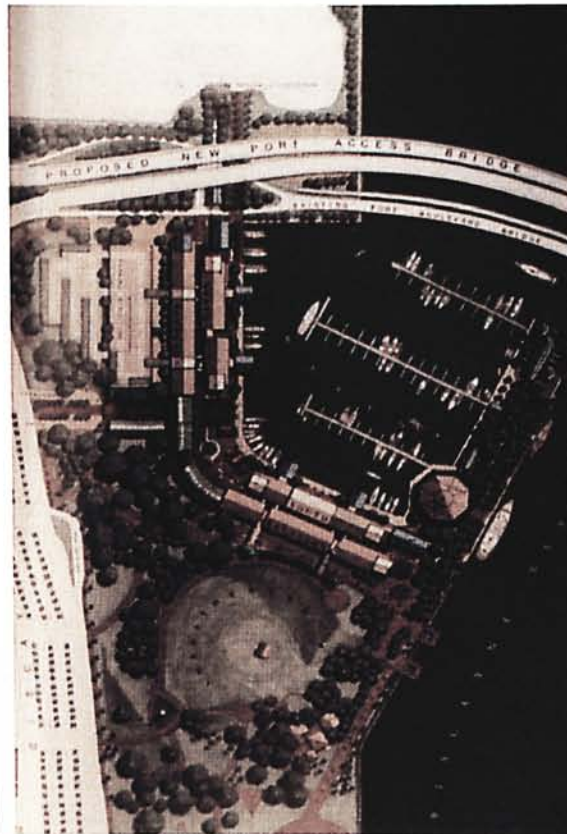
For the waterfront marketplace design, the master layout design with arrangement of open space and buildings are important to fully and well utilise the valuable waterfront area. Moreover, the creation of atmosphere of the waterfront is also important issues in development. Besides, the climatic issues on design are also considered in the Bayside Marketplace development.

At the north of the bay, there is an existing port boulevard bridge and a proposed new port access bridge may develop. The marina is located at the east side opposite the marketplace and pavilion. Thus, visitor can enjoy viewing the moored yachts and boats when shopping on the promenade or sitting in the outdoor restaurant or café. The layout of the buildings and marina is to maintain a sense of openness on one hand and enhance the visual linkage of visitors on the other. A park is located at the back of the marketplace with acts as a screen to the inner city. At the south of the park, an amphitheatre is located and a parking structure is located at the east. Promenades are along the waterfront, extending from the marketplace to the marina.

It is intended to create a bustling and energetic atmosphere in the marketplace. The open plaza and the promenades allow street performances, which enhance the sense of festival. It is intended to encourage activities at the waterfront. Besides, the vision of the boats and pedestrian movement also enhances the sense of active and live. People can also share the lives and spirit at the waterfront. On the other hand, the restaurants and cafes are mostly oriented towards the sea, verandas also extended towards the beach, it is intended to create a closer touch with water. The two level of seating creates multi-level pedestrian movement to strengthen the sense of active in the waterfront. The views towards the open sea allow a feeling of refreshes away from the busy lives and dense environment of the city. Furthermore, the design of pedestrian walkways in the marketplace and pavilion, with shops on two side and covered by canopies, introduce a different kind of shopping experience from the air-conditioned shopping in city malls. This kind of shopping gives a festive spirit rather than just commercial exchange. The white and pastel-coloured with blue-tile accents structures make the environment and atmosphere more colourful. The festive atmosphere not only appears at daytime, but also extends to nighttime, which is a popular attraction in the city.

discovery of identity - north point waterfront redevelopment

As the marketplace is located at waterfront of Miami, climatic issues is also considered in the design. Most of the buildings are quite open. People can enjoy the comfortable natural climate in the subtropical regions. The structure and materials used include steel and the design tries to incorporate the feeling of lightness. High window louvers are installed near the rooftop of the buildings, in order to introduce natural ventilation of sea breeze into the marketplace and pavilion. Except certain restaurants and shops are air-conditioned, most of the café s are open to air in order to enjoy the natural breeze from the sea. Natural ventilation and enjoying the weather of the place is a main criterion in climatic design of this case.



Master layout plan



Symphony Garden, Sakaiminato-city,
Tottori, Japan



Ko Shan Theatre, Kowloon,
Hong Kong



San Wan Ho Civic Centre in
San Wan Ho, Hong Kong

18.2 Precedents for Building Design

1. Local Precedents:

- The City Hall in Central, Hong Kong
By Architectural Services Department, Hong Kong
- San Wan Ho Civic Centre in San Wan Ho, Hong Kong
By Architectural Services Department, Hong Kong
- Ko Shan Theatre, Kowloon, Hong Kong
By Kwan & Associates

2. Foreign Precedents:

- Toyama Shimin Plaza, Ensemble Hall, Toyama, Japan
By Maki and Associates
- Symphony Garden, Sakaiminato-city, Tottori, Japan
By Shin Takamatsu Architect & Associates
- Centre Culturel D'Art Georges Pompidou, Paris, France
By Renzo Piano & Richard Roger
- Freeway Air Rights Development, Washington, U.S.A.
By TRA + HNTB, Architects;
Danadjjeva & Koenig Associates, Associated Designers



The City Hall in Central, Hong Kong



Exterior of high block



People take marriage photo in the garden

18.2.1 The City Hall

Location:	Central, Hong Kong
Architects:	Architectural Services Department
Completion date:	1962 ²
Total site area:	11,000 m ²
Number of floors:	Lower Block: 3-storey High Block: 12-storey The Urban Council Chamber: 5-storey (an annex to the City Hall)
Structure:	Concrete structure

• Concept

The City Hall aims to help to draw Hong Kong people together into an integrated community. It also serves as a centre where oriented and western culture meets and integrated. The City Hall is composed of four units and the structure was stood in front of the backdrop of Mount Victoria and harmonizing with the new Star Ferry Concourse on the west.

• Study Goals

The City Hall is a centre aimed at promotion of art and culture territory wide. As the Hall is aiming to serve the whole territory, the composition may be more complex than that of my proposal. Nevertheless, the study of the facilities to serve the cultural and entertainment needs is the major issue to study. Besides, as this complex is also located in the waterfront area, the design treatment to accommodate the special contextual features can also act as a precedent. Moreover, the basic organization of the whole complex with both the interior and exterior design consideration is also worth to study.

• Background

The existing City Hall is a replacement of the old City Hall, which was built in 1869 after 27 years of existence as a British Crown Colony. After the industrial breakthrough in 1950's, the Legislative Council started to pay more attention in providing a common meeting place to Hong Kong people in order to improve the aesthetic values of life. In 1953, the first plans for the new City Hall was put on public display. After certain revisions, the new city hall was finally established in 1962. It is composed of the low block, the high block, a memorial garden and the Urban Council Chamber annex.



Foyer



Theatre



Recital Hall

• Programme

- Low block

Concert hall
Theatre
Exhibition hall
Restaurant

- High block

G/F	-	Library cloakroom
1/F	-	Marriage registry
2/F	-	Junior library
3/F	-	Adult lending library / circulation counter
4/F	-	Adult lending library
5/F	-	Newspaper & periodical reading room / audio-visual library
6/F	-	Urban Council public libraries and office
7/F	-	Exhibition Gallery / north, south committee room
8/F	-	Recital hall / extension activities room
9/F	-	Reference library / microcomputer room
10/F	-	Reference library (entrance)
11/F	-	Reference library

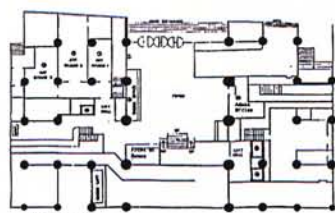
- Memorial Garden

- Urban Council Chambers

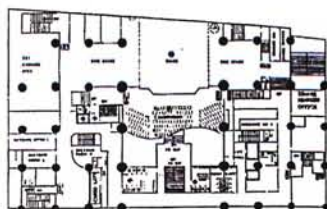
• Design Issues

The City Hall is cultural centre serving the territory wide functions. The centre is located at the prime waterfront area. Not only building complexes, but a nice garden is also built, surrounded by the buildings. The garden provides a leisure place for public to relax, sitting, reading and also specially for taking wedding photo in this case, as marriage registry is located in the building. This enhances a sense of leisure in enjoying art and culture, not also indoor but outdoors.

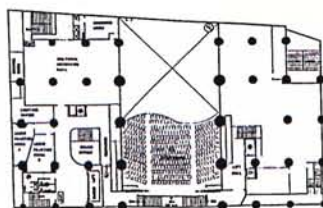
The low block accommodates mainly performance spaces with public facilities such as restaurant and café. The high block contains typical floor arrangement to house libraries and rooms for administrations or small preference. The use of space is not so flexible to accommodate various functions.



Ground Floor Plan



1st floor plan



2nd floor plan

18.2.2 Sai Wan Ho Civic Centre

Location:	Sai Wan Ho, Hong Kong
Architects:	Architectural Services Department
Completion date:	December 1990
Number of floors:	3-storey
Structure:	Concrete structure

• Concept

The Sai Wan Ho Civic Centre is located in the podium of a residential development. Convenience accessibility and easy recognition is the major design concept. The Sai Wan Ho Civic Centre aims to serve the neighborhood in the Eastern District.

• Study Goals

The function of the Sai Wan Ho Civic Centre is that of the typical civic centres in Hong Kong. It aims to promote art and culture to the public. The target users group is mainly the neighborhood residents. Thus, it acts as a precedent of the existing civic centre design in urban fabric of Hong Kong.

• Background

As a requirement for the private development of the site, the development should include the public facilities of market, indoor games hall and also a civic centre. Thus, the design of the public facilities is different from that of the Urban Council Complex. The three facilities are housed in the podium with towers of residential development above. This leads to certain restriction in design, such as the structural elements to support the towers, which cause certain restriction in spatial design of the civic centre.

As the civic centre is facing the main traffic road with MTR exit just beside, it is easily recognized and causes more public attention. The centre was established in 1990 and the usage rate of the centre is nearly 100%.

• Programme

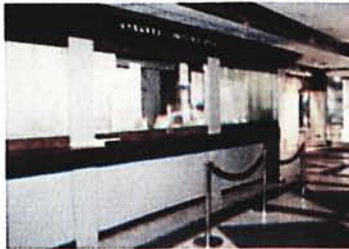
G/F	-	Administration office URBTIX box office Art studios x 2 (37 m & 67 m for 20 & 30 people res.)
1/F	-	Culture & Entertainment Office (HK East)
2/F	-	Theatre (100 m stage and 471 seats) Cultural Activities Hall (230 m stage and 110 movable seats) Music Practice Rooms x 2 (20m x 2 each for 20 people each)



Near MTR station



Entrance lobby



Box office



Multi-purposes Hall



Theatre

Design Issues

The existing civic centre in Hong Kong is aiming to serve the neighborhood rather than territory wide functions. Thus, the scale of the centres in urban area of Hong Kong is different from that of City Hall, Cultural Centre or even town halls in New Town. For the civic centre in urban fabric, most are located in the Provision Urban Council complex without much connection with the context on design issues. The main concept of design is to fulfill the functional needs. The programme or content of the centre. The centre is aiming to promote both culture and art. Thus, auditorium, theatre, multi-function hall and studios are common facilities in the building.

The location of the civic centre is chosen to be convenient to access such as near M.T.R. stations in this case. This helps to promote the visit of neighbors to the centre. The accessibility inside the buildings should also be considered for easy way finding and also accessibility of disabled. Moreover, as the Sai Wan Ho Centre is located at ground level, it is more attractive to passers-by and encourages them to go in, rather than those on the upper level of complex.

Little consideration is put in site and landscape design, may be land area is limited. However, a nice outdoor environment, such as piazza, can help much to generate a sense of artistic mood to attract more people for appreciation of art and culture.

As most civic centres are only one component of buildings, its structural design has to fit with other functions of the building. More consideration should be put in structure design to avoid, as in this case, large columns in the centre of the multi-purpose hall. In addition, supporting facilities, such as administration offices, control rooms and storage area should be considered.



Aerial view



Entrance facade

18.2.3 Ko Shan Theatre

Location:	To Kwa Wan, Hong Kong
Architects:	Kwan & Associates
Completion date:	original amphitheater was opened in 1983 renovation was completed in 1996
Number of floors:	2 storey
Structure:	Concrete structure

- Concept

The renovated theatre aims to express the concept of a "theatre in the park". The image of the new theatre has to justice with the context, the Ko Shan Park as well as attracting people towards it.

- Study Goals

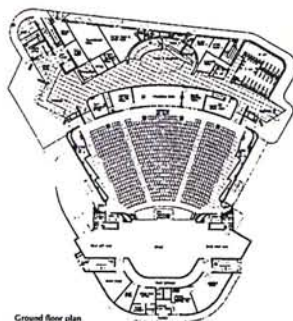
After the renovation of the Ko Shan Theatre, one of the main functions of it is for Chinese opera performance; this becomes one of the symbols of the building. Moreover, the contextual issue is also an interesting subject to study as the theatre is located such a green park. The spatial and façade design, and materials used in the theatre are also major study focus.

- Background

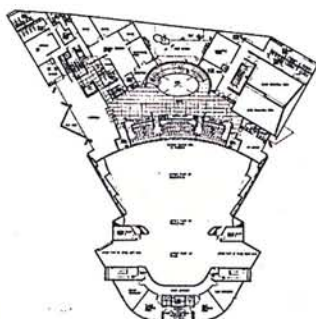
The original Ko Shan Theatre was an open-air auditorium, which was built in 1983. However, due to the rainy tropical climate in Hong Kong, a lot of events were affected or even cancelled. Besides, the comfort of the hot and humid weather in Hong Kong also limits the attraction to the public. The new noise regulation also causes restriction to performance in the open space. Thus, the traditional Greek style amphitheater was subject to renovation.

- Programme

Out of the original 3,000 seats, 1,000 seats closest to the stage are remained with additional roof. New wing, which consisted of entrance lobby, ticketing office, exhibition space and cafeteria with roof garden, office and rehearsal suites, is being built. The theatre aims to accommodate five core activities: Cantonese opera, drama, dance, variety and assembly.



Ground floor plan
Ground Floor Plan



First Floor Plan



Void in the entrance lobby



Rehearsal room

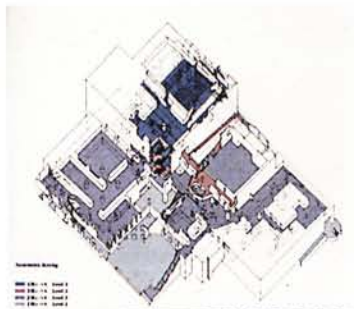
- **Design Issues**

As the building is locating inside the park, the form of the building tries to provide a natural path directing people to walk through on the curve. Thus, a flexible and free-flowing promenade was designed. The path will direct visitors inside the entrance lobby and reach the oval foyer and stair, where it is used as an exhibition space. When visitors stroll along the promenade, they can view the park and the building at different location and levels.

The arch on the façade acts as a landmark or symbol of the building when people approach Ko Shan Road. The materials of the facade tried to fit the existing part of the theatre and also the mood of the park. The reflective glass and aluminum mirror can reflect the scene of the park. It seems to bring exterior into the internal space of the building. Moreover, the facade also tries to express the idea of modern form and high-tech image to express the time but not destroying the natural context.



Exterior view of the building



Axonometric drawing



Entrance court



Night-view

18.2.4 Toyama Shimin Plaza, Ensemble Hall

Location:	Toyama-city, Toyama, Japan
Architects:	Maki and Associates
Completion date:	December 1989
Total site area:	64,583.40 ft ₂
Building area:	46,069.49 ft ₂
Total floor area:	244,340.53 ft ₂
Number of floors:	7 floors above ground, 2 floors below ground
Structure:	Steel framed reinforced concrete structure Reinforced concrete structure and steel structure

• Concept

The Toyama Shimin Plaza aims to provide cultural and artistic activities for local residents. The design objective is to encourage people to participate in more active way of "creating", "experiencing" and "performing", rather than just sitting, looking and listening.

• Study Goals

The scale of the Toyama Shimin Plaza is not to serve a territory wide scale performance. The users groups are focus on local residence. Thus, the programme of this Hall is a quite realistic precedent for the development of civic centre in the proposed development in North Point. Besides, the building is quite complex to house different functions to serve the social needs. This is similar to the existing urban council complex in Hong Kong. How to solve the cultural and artistic needs of public in a small complex with flexible use of space is the goal of this case study.

• Programme

- Ensemble Hall
 - Seating capacity: 308
 - Wheelchair spaces: 4
 - Audience/Stage format: shoebox type
 - Stage dimensions: 37.73 ft. x 21.98 ft. (829.3 sq. ft.)
 - Elevating stage: 44.29 ft. x 14.76 ft.
 - Acoustics: Reverberation time at 500Hz (full house): 1.2 sec.
 - No variable reverberation equipment
 - Stage equipment: elevating stage, batten
 - Sound effects: mixing console, recording console, stage speakers, microphone, microphone circuit
 - Lighting: 160kVA/74 circuits
 - Rehearsal rooms: Medium: 1, small: 2
 - Dressing rooms: small: 2



Entrance lobby



Atrium

- Multiple Studio
 - Seating capacity: 60-100 movable seats
 - Audience/stage format: temporary seating and stage on one floor
 - Stage dimensions: 47.57 ft. x 29.53 ft. (1,404.74 sq. ft.)
 - Acoustics: Reverberation time at 500 Hz (full house): 0.7 sec.
 - No variable reverberation equipment
 - Floating structure for "Ensemble Hall" above
 - Stage equipment: fixed batten
 - Sound effect: mixing console, 6 stage speakers, 4 monitor speakers, microphone, microphone circuit
 - Lighting: 100kVA/48 circuits
 - Rehearsal rooms and dressing rooms shared with the Ensemble Hall
- Ancillary Facilities

Audio-visual hall	Gallery for special exhibition
Library	Lecture room
Atelier for children	Atelier
Aerobic workout studio	
Showroom	Fitness club
Restaurant	Café
Lounge	Shop
Practice room	Swimming pool
- Supporting facilities

Administration off.	Office	Esplanade
Storage for musical instruments		
Machine room	Parking	Entrance hall
Front court	Lobby	Foyer
Atrium	Information corner	

• Design Issues

In this Ensemble Hall, it is focus more on the internal design of the building. The building almost occupied all the site area. In front of the complex is a wide pedestrian walkway. There is a front court at the entrance, which links to some public facilities: shops, entrance hall and restaurant. At the side staircase of the front court, which also links to a café at the upper level.

The main circulation is located at the center of the complex, which is an atrium. The staircase at the entrance hall links the atrium at 2nd level. The atrium acts as a way finding tool where visitors can figure out the orientation easily. Skylight is introduced in the atrium and also the entrance hall. The public space tends to have maximum amount of openings to enhance a sense of openness inside. Lecture rooms, library, atelier and restaurants are located at the right side of the atrium. The fitness club is located at the left side of the ground level. The gallery, aerobic studio, multiple studio, audio-visual hall and ensemble hall are housed at the left side of the complex. The left side of the complex is devoted for artistic activities.



Section



Aerial view



Water pass around the site



Bridges and flower ring

18.2.5 Symphony Garden

Location:	Sakaiminato-city, Tottori, Japan
Architects:	Shin Takamatsu Architect & Associates
Completion date:	July 1994
Total site area:	167,959.89 ft ²
Building area:	23,971.21 ft ²
Total floor area:	26,576.07m
Number of floors:	2 floor above ground and 1 floor below ground
Structure:	Steel framed reinforced concrete structure and reinforced concrete structure

- **Concept**

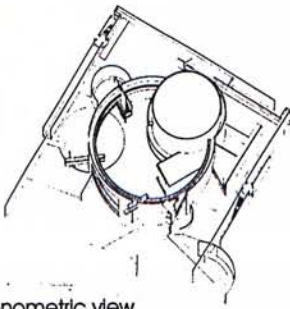
The design is aiming to search for a new architectural concept with high quality acoustic effect, different from the conventional concert hall.

- **Study Goals**

The scale this concert hall is approximate to the development. The articulation of the interior space with exterior environment is also an interesting point to study. The integration with water, the use of curve walls to define different spatial quality is also well considered in the case. This hall creates a more intimate relationship with nature. Moreover, acoustic design also specially considered in this hall.

- **Programme**

- Concert Hall
 - Seating capacity: 400
 - Audience/Stage format: Arena type
 - Stage Dimensions: 49.2ft x 23ft (1,130.21 sq. ft)
 - Acoustics: Reverberation time at 500 Hz (full house): 1.5 sec.
 - Variable reverberation equipment
 - Stage equipment: Mechanism: 2 lighting battens, 3 battens, screen
 - Sound effects: Monaural: 20ch, stereo: 4ch
 - Stage side control console
 - Lighting: 80kVA/58 circuits
- Rehearsal room: 1
- Dressing room: large: 1 small: 2
- Foyer



Axonometric view



Inside and outside



Theatre

- Entrance lobby
- Storage
- Office
- Piano storage
- Delivery entrance

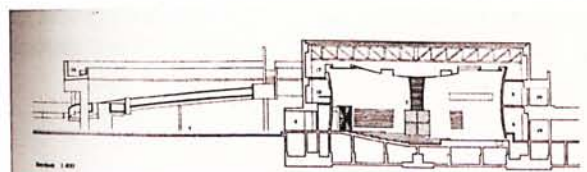
• Design Issues

The concert hall is located at an open area with low-rises, most are houses. The traffic around the site is not heavy. Thus, much effort has been put in integration of the exterior site design in linkage with interior to create a special spatial experience.

Water is an important element in the landscape design. It connects the concert hall with exterior spaces, such as event space and grass area. The event space allows external performances with the hall as a background. Moreover, a flower ring with slope is introduced in the site, which pass through the building. It allows different level of views on the site and the event space. Multi-level of pedestrian movement is introduced. The curve walls, bridges and water create a sense of movement in the site area, which forms a sense of dynamic in the tranquil context. Figure/ground, solid/vold design techniques are used to creates pictures inside the site.

Curve walls also form the interior spaces. There is strong internal and external visual linkage. Glass walls are used in the public spaces, such as entrance hall and foyer. As the building sits on pool of water, there is a sense of floating in water inside the building. Moreover, there is also strong visual linkage with the flower ring and bridges outside. Visitors can see the pedestrian movement and activities in and out, it enhances interaction from different part of the building.

The concert hall is in circular form with stage at one side. The stage lighting is quite simple design. However, the designers put much consideration in acoustic design. Curved walls and ceilings are use to form introverted sphere in order to allow uniform sound diffusion in all directions. The finishes of walls and ceilings are very simple to reduce sound reflection. Computer simulation is used for configuration in design.



Section



Landmark in city



Plaza, a social gathering place



Street performance in plaza



Escalator tunnel and platform



Escalator tunnel

18.2.6 Centre Culturel D'Art Georges Pompidou

Location:	Paris, France
Architects:	Piano & Roger
Completion date:	1978 ²
Total floor area:	93,000 m ²
Number of floors:	six and half storeys above ground and three storeys below ground
Structure:	steel structure

• Concept

The main concept of the design is to introduce a new relationship with culture. Away from participating in a passive way, interaction between people and art is encouraged. Culture to become the mainstream of life, which should be open to everyone.

• Study Goals

Pompidou Centre being a new form of architectural expression is aiming to introduce art and culture to the public in a more active way of exchange. Art and culture belongs to everyone in the society. It will be focus of study on how the architectural way of bringing the art and architecture to the public.

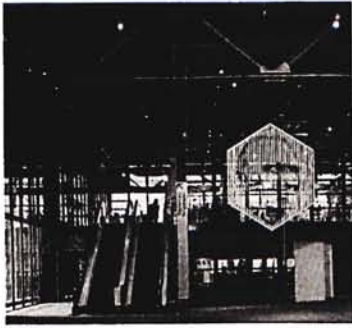
• Background

The Pompidou Centre completed in 1978 is an example of building-as-machine in the stream of Modernism. Besides, it is also an example of building-as-indeterminacy, as architecture and building are on going process of design, which can be extended to infinity. Moreover, it is so monumental to be erected in such historical context of Paris, it is an example of megastructure, an idea evolved in 60s, and also expression of high-tech architecture.

• Programme

The parking service is provided at the underground levels of the building. There is a sloping plaza in front of the building, which allows different kinds of social gathering and street performance. Apart from internal vertical circulation, an external transparent escalator tube allows an alternative way vertical traffic, which is linked by internal escalator at the mezzanine level. The ground level acts as a forum, which introduce different kinds of functions and activities inside the building. The building housed galleries and library at upper levels. The followings are major functions of the Centre:

- Museum of modern art
- Reference library
- Centre for industrial design



Lobby



Gallery



Library

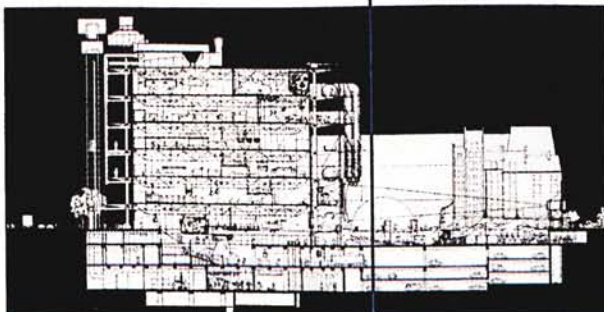
- Centre for acoustic research and music
- Bookshops
- Cinemas
- Restaurants
- Children's centre
- Administration offices

• **Design Issues**

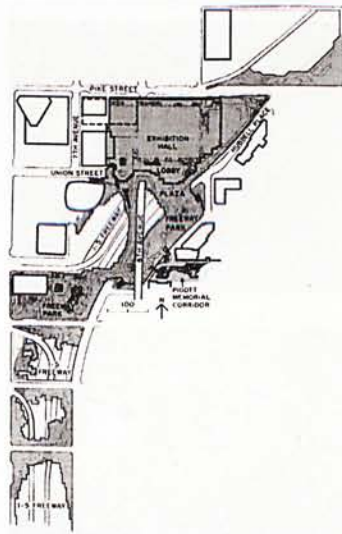
In the programme, movement, change and flexibility are the main concepts of design. Movability is expressed by the movement of both people and art works along the two main facades both in vertical and horizontal directions. The change in organisation, activities, functions show the flexibility of the design.

Besides, the most important element in the program is the introduction of new life to the public. The large complex is located at the heart of the city being surrounded by historical buildings. However, the scale, colour and architectural expression, high-tech in 1970s, are very abnormally to the development in the context. The vision and inventiveness of the programme are the main factors for its existence and success. The building only occupies half of the site. The front part of the site is a sloping piazza. This piazza becomes one of the remarkable features of the site. A lot of social gatherings are happened in the site. Besides, there are also street performances. These all contributes to the bustling atmosphere of the place, which becomes one of the most captivating open space in Paris. The ground floor accommodates information services, shops and internal piazza. The upper floors are the core functions of the whole building. The open floor plan allows exhibition, shows, administrative functions and also libraries to be used. This allows more flexible use of space to adopt varies functions. A restaurant is housed at the top floor where visitors can enjoy an aerial view of the whole city.

Apart from the internal programme, the escalator tunnel attached to the outer façade is also a significant feature of the building. The outdoor escalator is connected at the mezzanine level from escalators in the entrance lobby. It brings people to platforms on different levels. People can look at the activities in the piazza and the surrounding building. It acts as a transitional zone between outdoors and indoors.



Section



Site plan

18.2.7. Freeway Air Rights Development

Location: Seattle, Washington, U.S.A.
Architects: TRA + HNTB, Architects;
Danadjieva & Koenig Associates,
Associated Designers
Completion date: The freeway park was started design in 1976 and extended to the east in 1984 with Pigott Memorial Corridor
The Washington State Convention and Trade Centre was completed in 1988

- **Concept**

The design of the development is tries to infuse a sense of place and tradition by echoing the natural forms of a particular region.

- **Study Goals**

Freeways and highways are built in the more and more condensed city. In Hong Kong, bridges just fly over beside the residential apartments. Problems are created such as environmental problems and privacy problems. Besides, request for more usable land is an urgent issue in further development of Hong Kong. Thus, searching for more flexible uses of spaces and better-utilised development are always crucial issues to be considered. In the site of the North Point Ferry Terminal, the Island Eastern Corridor just cut across the waterfront, from Chai Wan to Causeway Bay. The connection of the waterfront from any development behind the Corridor is damage in different extend. Thus, the goal of this case study is to learn alternative way of development in relation with freeways.

- **Background**

The Freeway Air Rights Development is located at the edge of the downtown area in Seattle. The development includes 10 acres of parks, civic buildings, walkways and parking. These are built on artificial land constructed above the I-5 artery.

- **Programme**

- Freeway park, Pigott Memorial Corridor
- Washington State Convention and Trade Centre
- Retail, Galleria, Future retail, Parking, Prefunction
- Meeting rooms 50,000 sq. ft., flexible for accommodate 50 to 40,000 people
- Exhibition Hall 100,000 sq. ft., can divide up to 3 halls for concurrent displays

discovery of identity - north point waterfront redevelopment



Freeway



Interior lobby



day view



night view

- Lobby, Terrace, Banquet service corridor, Meeting/exhibition space, Other utilities

- Design Issues

- Freeway Park & the Pigott Memorial Corridor

The park was started to design in 1976 and the park was extended to the east in 1984. The Pigott Memorial Corridor linked the park to the nearby residential development. With the later built Washington State Convention & Trade Centre in 1986, the park was further extended to the north. The Pigott Memorial Corridor composed of elevated ramp and stairways which bridges the 50-foot grade changes between Freeway Park and the 9th Avenue. The design of the Corridor creates a barrier free circulation and encourages people, especially the handicapped to use the park. Before the building of the park, the connection between Seattle downtown and the First Hill, which comprised of residences, hospitals, retirement homes, and churches, were cut by the freeway and the slope. The floating park not only acts as connectors but also improved the quality of surrounding environment through improving both noise and air problems. The floating planes with thundering waterfalls formed a sound barrier of the traffic noise. The greenery helps to absorb the exhaust fume from vehicular traffic. Moreover, the concrete overhangs and lush terrace echoes the shapes and textures of the city itself.

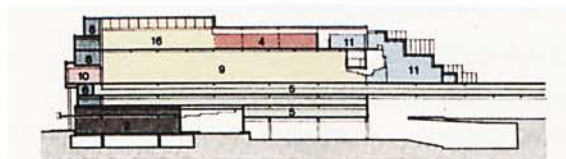
- Washington State Convention & Trade Centre

The main concept of the design of the Convention and Trade Centre is nourishing the city life with nature. The façade of the buildings is composed of green glazing which resonance with the hill or slope rising from the park. The stepped glass enclosure allows penetration of skylight into the lobby spaces. There is also visual linkage of interior with the exterior sky-hanging park.

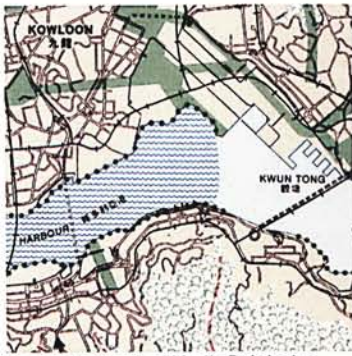
The interior of the Centre, especially the lobby, the sculptured and cantilevered north wall which is inspired by the basalt cliffs near Wenatchee, Washington. Besides, the boxed terraces with cascading waterfalls also bring the sense of nature from outside to inside. In the multi-level lobby, various kind of greenery, such as vines and cedars, are hung from 20-foot green curtains to the floor underneath. A fountain is also housed inside. These all tries to bring nature inside the buildings.

The east side of the Centre faces the residential buildings. The west side of the Centre connects with the city core via the historical landmark Eagles building. There is a pedestrian entrance at the western side connecting with Union Street, a major street through the downtown area. It connects with the galleria that links pedestrian and

vehicular entries at all levels along north-south spine. The pedestrian activities concentrate at street level. Through continuous vertical and horizontal circulation, visitors can easily find their destinations from different entrances. The galleria is major connectors, which joins the street-level shopping arcade with upper level lobby, connects different public spaces. The I-5 freeway plunges through the complex and the 8 Avenue directly connects to the two-level garage, which can house 1,000 cars. A street-level auto/bus drop-off is provided at the lobby connects to the galleria and the adjoining shopping arcade. Besides, there is also a direct route for trucks links to the exhibit floor entering at freeway level.



Section



The waterfront of North Point also belongs to the amenity waterfront area



North Point contains intensive pedestrian activity, which is mainly a residential, residential/commercial area

19 Surveys/Interviews

19.1 Metroplan by Planning Department

19.1.1 Design Objectives

The general planning of the district is decentralizing from metro area. Besides, 33km inter-connected, well-landscaped waterfront promenades & associated civic square are intended to be built.

According to the Metroplan, the design objectives of the street levels include the following 5 principles:

- Legibility and Identity
- Permeability
- Variety
- Robustness
- Visual Interest and Compatibility

The intention of fostering a sense of belonging to the local residents with strong local characteristics is a major aim of district planning. Giving urban spaces and places live and vibrancy, such as changing car parks into hawker bazaars at night is also an alternative way of improving the living of the district. The coastal area of north side of Hong Kong Island including North Point is intended to develop into amenity waterfront, facing the inner harbor.

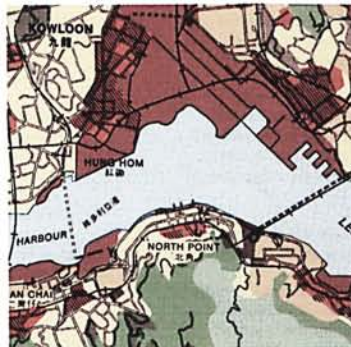
19.1.2 Urban Design Statement

From the key plan of Urban Design Statement in the Metroplan, North Point belongs to the category of "existing residential, commercial/residential and community" and "existing residential and commercial/residential with Intensive Pedestrian Activity". The guiding principles for the development of area belongs to these categories includes,

- Ensuring harmony of new development or redevelopment with existing buildings
- Promotion of legibility and identity of the district
- Preservation of views towards the harbor
- Improvement of streetscape
- Promotion of pedestrianization and reduction of vehicular activities
- Enhancing traditional street activities, such as special market



North Point is also belongs in the Inshore recreation zone



North Point is subject to selective improvement renewal and redevelopment

19.1.3 Development of Waterfront and Open Space Area

Moreover, for the valuable harbor edges, high quality treatments are suggested to be introduced to improve the quality of living. The guiding principles for development also includes creating landmarks, major transportation corridor and city gateways and important visual interfaces and zones of transition.

The North Point Ferry Pier and bus terminal area are also intended to preserve as one of major urban open space under the Metroplan. Although, the coastal area of North Point district has not marked to be developed as waterfront promenade on the plan for "Open Space Framework for Recreation", development of the coastal area of North Point into high quality waterfront urban open space is no curious to be the future planning of the area.

From the "Summary of Major Existing and Proposed Open Space & Recreation Facilities", the total open space for Eastern District is 93 ha (70% district open space + 50% major urban park), to accommodate the forecast population of 517,000 by 2011. The proposed total provision of water promenade is 5 km. Urban Fringe Park, cycle track and long distance trail are also intended to be introduced.

19.1.4 District Planning

North Point is also being classified as category 2 area in district planning, which means emphasis on selective improvement, renewal and redevelopment. At current time, the function of the district is appropriate and adequate. However, there should be individual development, which can improve the facilities and urban fabric of the district. The trend of comprehensive redevelopment in North Point district represents the major aims of the district planning.



Passive open space is asked by the public



Air-conditioned shopping mall provides better and more comfortable shopping environment

19.2 Studies of Planning Department

- "Leisure Habits and Recreation Preferences" & "Shopping Habits"

The planning department has organized consultancy study on "Leisure Habits and Recreation Preferences" and "Shopping Habits" of people in Hong Kong.

From the leisure and recreation study, there is an expectation of people wishing more open space. From the category of open space, passive open space, such as sitting-out areas and promenades are more favorable to people. From the design guidelines of the government, the current ratio of active to passive open space is 2:1 and it is intended to be changed to 3:2. However, the ratio is suggested not to be fixed and changing according to different conditions of the districts.

In open space area required for people in different area is as follows:

- urban open space = $1.5 \text{ m}^2/\text{person}$
- New territories open space = $2 \text{ m}^2/\text{person}$
- Industrial, commercial, industrial/commercial = $0.5 \text{ m}^2/\text{person}$

The core activities list of means most popular sports. There is a need of more multi-purpose grass pitches for rugby/baseball/cricket. More attention should be given to activities of disabled and elderly.

From the studies of shopping habits, there are large numbers of small retail businesses and small numbers of large retailers. Besides, chain groups are developed in recent years. The traditional street frontage is declining. This is mainly due to growth of AC self-contained shopping malls. For district centres, around 50,000 - 250,000 people has to be served. Most people will only go to shopping near to home for daily necessities.



The favorite activities of tourist is pedestrian shopping



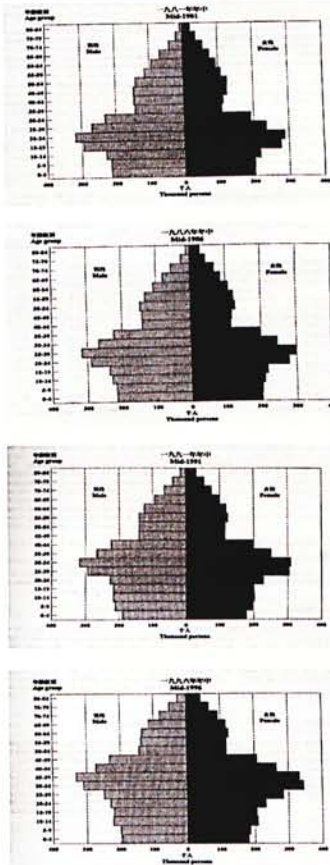
Visitors also enjoy visiting historical buildings in Hong Kong, which can express the history and culture of the place

19.3 Studies of Tourist Association

In early 1998, the Hong Kong Tourist Association has conducted a new marketing campaign "We Are Hong Kong City of Life". The Association tries to promote Hong Kong as an attractive tourist spots overseas. Besides, the Association also expands Hong Kong's potential as a "must see" spot as on trip to China.

From the studies of the Association in 1997, visitors spend an average of HK\$6,722 per capita in Hong Kong and 49.5% of their expenditure is on shopping. The top three shopping items bought by the tourists are ready-made wear, foodstuffs and souvenirs/handicrafts. Ready-made wear accounts for 60% of all items bought, 23% for foodstuffs and 17% for souvenirs/handicrafts.

The Tourist Association has conducted feasibility study on recommended projects suggested in the Visitor and Tourism Study for Hong Kong. One of the proposed projects is a Film City theme park in Ma Wan. However, a research by Citizen Party, through interviewing 320 visitors shows that the most favorite tourists spots is the traditional street frontage, follows by pedestrian shopping area and historical buildings. Proposed theme park and casino only count for the lowest grade. It shows that culture is the most valuable spots of Hong Kong tourism.



19.4 Studies of Census & Statistics Department- Demography

19.4.1 Demographic Trend of Hong Kong

From the population pyramids of 1981, 1986, 1991 and 1996, they reflect that the number of population under the age of 15 was fallen, means a reduction in fertility rates. On the contrary, the middle aged groups, between 25 and 54, the population shows a relative increase from 38% in 1981 to 49% in 1996. The aged groups, 65 or over, also shows a slight increase.

From the above data, the statistics shows a continuing dejuvenation and aging trend. More welfare and services aimed for the elderly should under the consideration of the government, in order to prepare for the future need as the population in Hong Kong is aging.

19.4.2 Demography of North Point

Centre/downhill of North Point:

Through the studies of Tertiary Planning Units 1.5.3 of North Point in 1996 By-Census (which is the central area of North Point), the total population is 92732, about 1/6 to 1/7 population of Eastern District. Most of the household size is about 4. The average income group is 10,000 14,999 and the monthly rent is about \$2,095 as most people lived in their own private residential flats. The household composition is mostly one unextended nuclear family. Apart from Cantonese, most people speak Fukien or Shanghaiese, half of the population of these dialects in Eastern District. Almost half of the population is married and the average education level is upper secondary.

For the activity status of the population, 50599 are economically active and 42133 are economically inactive (most are retired persons or students). For the economically active group, most people are in wholesale, retail and import/export trades, hotels and restaurant. 42576 are employees.

19.5 Research on Cultural and Entertainment Facilities provided by Provisional Urban Council

There are four civic centres under the management of Urban Council:

- Sai Wan Ho Civic Centre
- Sheung Wan Civic Centre
- Ngau Chi Wan Civic Centre
- Ko Shan Theatre

Besides, the following cultural venues are also under the management of the Council:

- City Hall
- Queen Elizabeth Stadium Arena
- Hong Kong Visual Arts Centre Ceramic Studio
- Hong Kong Coliseum Arena
- Hong Kong Cultural Centre
- Hong Kong Science Museum Lecture Hall
- Hong Kong Space Museum Lecture Hall

For the civic centres in Hong Kong, Sai Wan Ho civic centre has an usage rate of 95.7% in 1997 which shows an increase from 94.5% in 1996. The San Wan Ho civic centre mainly serves the public in the Eastern District and it is nearly fully occupied. Besides, the usage rate of the City Hall also increases from 90.6% in 1996 to 97.8% in 1997 for concert hall and 87.8% in 1996 to 97.4% in 1997 for theatre. These show a need to provide more venues to accommodate the increasing number of cultural performance, especially the eastern side of Hong Kong Island.

The increase in cultural performance is due to an increase number of residential development in the district. There is an increase of entertainment and cultural needs of the local residents. Sai Wan Ho is the only civic centre to serve the whole Eastern District. The number of performance for in the centre increased from 148 to 161 this year and the attendance increase from 30985 to 36982 this year.

Government expenses on promoting cultural facilities have been increased from 7.0% in 95/96 to 7.6% in 96/97, which is the 6th greatest expenditure of the government. On the other hand, the expenditure on entertainment is about 1.8% of the total expenditure. The government seems to put more concern on public health, recreation, capital works

Apart from Western & Central District, Yau Tsim Mong and Kwun Tong, Eastern District is the 4 district has the greatest no. of development projects. 2/52 of capital development projects and 11/120 of minor projects are devoted for culture.

Under the Provisional Urban Council, there are different offices responsible for different kinds of art and culture activities. For the usage of the City Hall and the Cultural Centre, they are mainly devoted for musical programmes, the attendance of programme is about 65.1%, which are organized by the Cultural Presentation Office. The attendance of programmes organized by the Entertainment Office for festival or Carnival events is 80.6% in average. In addition, in Sai Wan Ho Civic Centre, the Festivals Office has hold the following events: the International Arts Carnival 1996 (Puppet/shadow show), the 20 Hong Kong International Film Festival (International Cinema, Asian Cinema and Hong Kong Cinema Retrospective) and the 16 Festival of Asian Arts. Moreover, the Performing Companies also provided performances of Hong Kong Chinese Orchestra, Hong Kong Repertory Theatre, Hong Kong Dance Company. The number of performance has been increased from 19 to 27 with attendance rapidly increased from 4509 to 10836 from 96/97. Besides, there is also a Community Arts-Co-ordinating Office, which organized programmes, such as dance, Chinese Opera, musical programme, theatre, exhibition, lectures and also artist-in-residence scheme, etc.. Instrumental music training classes are organized by Music Office of Music Centre.

The Hong Kong Arts Development Council's mission is to plan, promote and support the broad development of the arts, including the literary, performing, visual and film arts. They try to promote participation and education, in order to improve the quality of life for the whole community. The four principles of the HKADC are:

- Freedom of artistic expression
- Pluralism and diversity
- Development of the arts as a whole
- Development of local Hong Kong culture

The four goals of HKADC's five-year strategic plan are:

- access
- excellence
- resources
- advocacy

Under each title, the form of support is as follows:

1. Access
 - Support arts education
 - Support diversity and freedom of artistic expression
 - Extend community participation
 - Develop information and media promotion
2. Excellence
 - Support the creation and presentation of works of innovation, originality and quality
 - Support training and professionalism
 - Improve status of artists and arts workers
3. Resources
 - Strengthen infrastructure
 - Establishing working relationships with government, municipal councils, other bodies and the community
 - Support research and documentation
 - Seek greater funding and develop new sources of funding
4. Advocacy
 - Speak for the arts and encourage open debate about the arts
 - Enhance the public visibility of the arts
 - Encourage international exchange

19.6 Interviews

In this research on discovering the identity and the needs of North Point, opinions from different generation, professions and government/non-government bodies have been gathered through interviews. The following is the summary of interviews from the public.

19.6.1 Interviews with Local Residents

For the interview with the general public, 6 questions have been asked. They are:

- What is the image or impression of North Point district in your mind?
- Are you satisfied with the physical living environment of North Point district? (such as density, green space) Why?
- Do you think that the public facilities in North Point district are enough?
 - ☐ more than enough
 - ☐ acceptable
 - ☐ inadequate
 - ☐ far from standard
- What facilities should be added to the district?
- Do you satisfy with the environment of the area around North Point Ferry Pier?
- What facilities can be added at the area around the pier to upgrade the current environment?

For most of the local residents, they think that North Point is densely populated and crowded. A lot of Fukien or Shanghai people lived in the district. Some remarkable features of North Point includes the North Point Ferry Pier, the bus terminus, King's Road, Shops along King's Road, Chung Yeung Street, hill side area and waterfront area. Some residents live in the district for more than 30 years have a strong sense of home and belonging in the district. They like new developments, such as Island Place, which gives a new spirit and shopping facilities for the public.

Almost all the people are not satisfied with the current physical living environment of the district. They think that it was too crowded and a little bit noisy. Most of the people think that the provision of public facilities in the district is acceptable. For additional public facilities, they want more open space, parks, swimming pools or cinema. These all belongs to recreation and entertainment facilities.

The interviewees think that the existing conditions of the North Point Ferry Pier are not well utilized and not welcoming. It is quite old. They think that park, open space, waterfront promenades, cinemas, shopping facilities can be introduced to the site for improvement of living quality.

**19.6.2 Interviews on Future Direction of
Development of North Point**

In recent years, most of the industrial zones of North Point have been changed into residential or commercial usage, especially along King's Road. Although there are new commercial buildings adding to the district, residential development will still be the major type of land usage of North Point. For the choice of commercial and residential developments, though commercial developments can attain more plot ratio than residential and make greater profit in normal situation, but the choice of development also depends on the market development. Due to the current recession of Hong Kong, commercial development is not so profitable now. On the government side, more area are subject to the type of comprehensive development area, where the planning of development should attain approval of the government and the government can attain more control of the development. For residential usage set by the government, there should also be a balance of G/I.C. development to attain a balance to provide adequate facilities for the public. Quarry Bay will be developed into a commercial area but North Point will still have focus on residential development.

Although old buildings are demolished and new developments are continuing, there is also a challenge of any alternative way of urban renewal, sustainability. Some people think that identity is existed in current situation of North Point. It is not imposing something new to the district but think about the software rather than hardware to improve the existing environment, such as better utilization of space, eg. Possible usage of the area under Island Eastern Corridor. When thinking about new development, it should think about the original inheritance potential and the needs of people.

**19.6.3 Interviews on Cultural and Entertainment
Service in Eastern District**

There are 9 Culture and Entertainment Office in Hong Kong. One is serving the Eastern and Wan Chai districts. There are two kind of funding to support cultural and entertainment activities. This year \$363,000 funding from the government is given to the District Board for the District Subsidy Scheme on cultural and entertainment activities. The other is for the use of the centre and support the cultural and entertainment activities organized in the centre.

discovery of identity - north point waterfront redevelopment

For the civic centre in Hong Kong, it is district oriented which acts as a service provider, which serve the neighborhood. The focus of service is cultural and art activities. The staffs in the centre can be divided into two teams, one is for administration and the other if for operation. People who want to hire the centre have to apply in the administration office. The staffs will organize time slots for hire and councilors or Provisional Urban Council will make the decisions.

For the current usage of the theatre of Sai Wan Hall Civic Centre are play, orchestra concert, Cantonese opera, graduation ceremony, student concerts, ballet and musical play, etc.. The functions of the cultural activity hall include children's workshop and mini show, Christian fellowship/religious gathering, prize presentation ceremony, exhibition, seminar, social dance performance or even parties. As the usage rate of the centre is nearly 100% and there is a lack of staff, there is an urgent need for better support of the cultural and entertainment facilities in the district, both labor and space.

20 Schedule of Accommodation

20.1 Urban Design Level

- Assembly Hall
Gross Floor Area = 5558 m²
- Market
Gross Floor Area = 1824 m²
- North Point Water Bus Landing
Gross Floor Area = 1344 m²
- Waterfront Facilities
 - Waterfront promenade
 - Waterfront cafeteria
 - Pavillions
 - Seating Area
 - Playground
 - Green Space
 - Public Lavatories

Total G.F.A. of the Assembly Hall, Market and North Point Water Bus Landing = 8726 m²

20.2 Assembly Hall

FUNCTIONS	QUANTITIES	FLOOR AREA (m ²)	TOTAL FLOOR AREA (m ²)	REMARKS
1. Multi-purposes Auditorium				
i) Auditorium	1	400	400	- Seating capacity = 450
ii) Stage	1	150	150	
iii) Backstage Foyer	1	40	40	
iv) Side stage	2	50	100	
v) Technical control area				
- Sound control room	1	25	25	
- Broadcasting room	1	25	25	
- Lighting control room	1	25	25	
- Follow-spot booths	2	5	10	
vi) Supporting space				
- Dressing room	2	130	260	- Each room can access to 2 lavatories and has costume storage area
- Changing room	2	125	250	
- Green room	1	50	50	
2. Multi-purposes Hall	1	300	300	- Seating capacity = 100 - Movable seats - Open plan, column free - Housed various functions - Shared the dressing rooms with auditorium
3. Other Art and Cultural Facilities				
i) Art and craft workshops	2	50	100	- Flexible to turn into one
ii) Ceramic studio	1	70	70	
iii) Music studio	2	50	100	- Flexible to turn into one
iv) Dance studio	1	300	300	
4. Ancillary Facilities				
i) Lecture room	1	150	150	
ii) Conference/meeting room	1	100	100	

FUNCTIONS	QUANTITIES	FLOOR AREA (m ²)	TOTAL FLOOR AREA (m ²)	REMARKS
4. Ancillary Facilities				
iii) Small library				
- Shelving space	1	90	90	- Seating capacity = 20
- Reader space	1	60	60	
- Staff work space	1	30	30	
- Estimated additional space needed	1	30	30	
iv) Study room	1	130	130	
5. Chinese Tea House				
i) Seating area	1	100	100	- Seating capacity = 40
ii) Kitchen	1	45	45	
6. Main Foyer				
i) Entrance Lobby	1	300	300	
ii) Box office	1	30	30	
iii) Inquiry counter	1	15	15	
iv) Cloak room	1	135	135	
v) VIP room	1	50	50	
7. Management Office				
i) Administration offices	1	250	250	
ii) Front-of-house office	1	50	50	
iii) Building management office	1	30	30	
8. Utilities Facilities				
i) Lavatories				
- Male (public) (capacity = 310)	1	50	50	- 4 watercloset fittings - 7 urinals - 4 lavatory basins
- Female (public) (capacity = 310)	1	50	50	- 6 watercloset fittings - 4 lavatory basins

FUNCTIONS	QUANTITIES	FLOOR AREA (m ²)	TOTAL FLOOR AREA (m ²)	REMARKS
8. Utilities Facilities				
i) Lavatories				
- Male (staff) (capacity = 20)	1	20	20	- 2 watercloset fittings - 2 urinals - 1 lavatory basins - 2 watercloset fittings - 1 lavatory basins
- Female (staff) (capacity = 20)	1	20	20	
ii) Janitors room	1	12	12	
iii) Maintenance workshop	1	150	150	
iv) Scenery storage	1	100	100	
v) Piano storage	1	40	40	
vi) General storage	4	25	100	
vii) Refuge storage	1	20	20	
viii) Transformer room	1	50	50	
ix) Switch room	1	20	20	
x) Other plant rooms	4	50	200	
9. Loading and Unloading Area				
i) Bus or lorries	1	38.5	38.5	- 11m x 3.5m - headroom = 4.1m - width = 4m
ii) Lay-by for taxis and private cars	2			
10. Parking Space	30	12.5	375	- headroom = 2.4m
11. Circulation Area & Structure		20% of total area	926	

Total G.F.A. = 5558 m² (not including loading & unloading area, and parking area)

20.3 Market

FUNCTIONS	QUANTITIES	FLOOR AREA (m ²)	TOTAL FLOOR AREA (m ²)	REMARKS
1. Market Bazaar				
i) Wet zone - Seafood stalls	25	15	375	- May not be housed in a single building
ii) Dry zone - Art & craft stalls	20	12	240	
2. Seafood Restaurant				
i) Seating area	1	300	300	- Seating capacity = 200
ii) Kitchen	1	165	165	
iii) Lavatories				
- Male (capacity = 90)	1	20	20	- 1 watercloset fittings
- Female (capacity = 90)	1	20	20	- 2 urinals, 2 lavatory basins
iv) Janitors room	1	12	12	- 2 watercloset fittings
3. Management Office				
i) Administration office	1	80	80	
ii) Building management off.	1	30	30	
4. Utilities Facilities				
i) Lavatories				
- Male (capacity = 35)	1	30	30	- 3 watercloset fittings
- Female (capacity = 35)	1	30	30	- 3 urinals, 2 lavatory basins
ii) General storage	1	50	50	- 3 watercloset fittings
iii) Refuge storage	1	25	25	- 2 lavatory basins
iv) Transformer room	1	50	50	
v) Switch room	1	15	15	
vi) Other plant room	4	20	80	
5. Loading & Unloading Area	2	38.5	77	- 11m x 3.5m
6. Circulation Area & Structure		20% of total area	304	- headroom = 4.1m

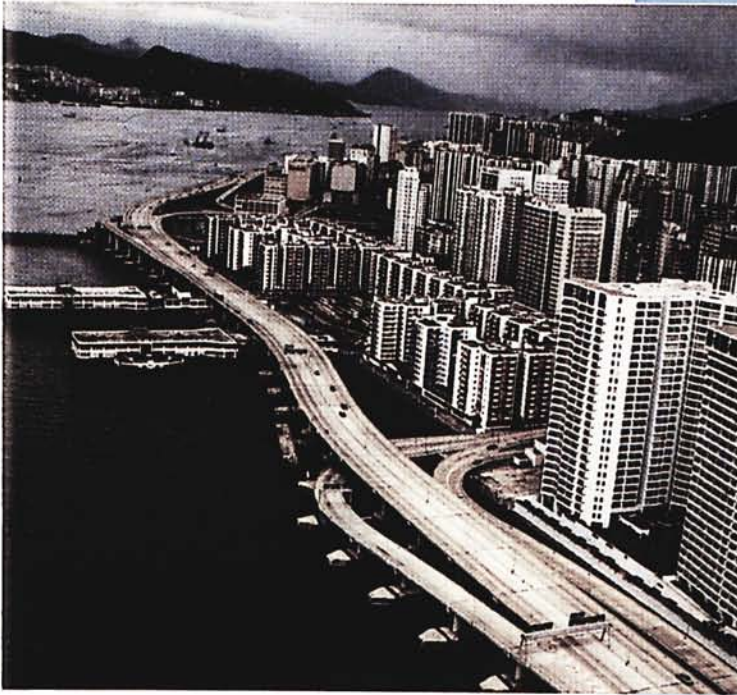
Total G.F.A. = 1824 m² (not including loading and unloading area)

20.4 North Point Water Bus Landing

FUNCTIONS	QUANTITIES	FLOOR AREA (m ²)	TOTAL FLOOR AREA (m ²)	REMARKS
1. Ticket Offices	3	15	45	- For 3 routes
2. Waiting and Seating Area	3	100	300	- For 3 routes
3. Boarding Area	3	150	450	- For 3 routes
4. Management Office	1	80	80	
5. Utilities Facilities				
i) Lavatories				
- Male (capacity = 65)	1	30	30	- 3 watercloset fittings
- Female (capacity = 65)	1	30	30	- 4 urinals, 4 lavatory basins
ii) Janitors room	1	12	12	- 4 watercloset fittings
iii) General storage	1	50	50	- 3 lavatory basins
iv) Refuge storage	1	25	25	
v) Switch room	1	20	20	
vi) Other plant room	4	20	80	
6. Circulation Area & Structure		20% of total area	224	

Total G.F.A. = 1344 m² (not including loading and unloading area)

21. *Site Photos*



overall view of site
- north point ferry pier and bus terminus





outdoor area around the site



Island Eastern Corridor



waterfront promenade





seafood market



retail stalls



waiting and boarding area

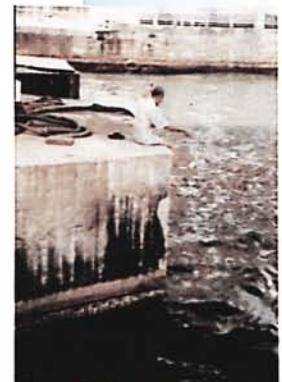


landing area



facade of pier

interior of existing pier



22. Cost Calculation

- ASSEMBLY HALL

GFA = 5558 sq. m

- SEAFOOD RES. & MARKET

GFA = 1824 sq. m

- NORTH POINT WATERBUS LANDING

GFA = 1344 sq. m

TOTAL GFA = 8726 sq. m

CALCULATION OF BUILDING COST*construction area of building ~ 8145 sq. m**construction area of services ~ 1745 sq. m*

BUILDING

= \$8145 x 6981 = \$56,860,245.00

MECHANICAL SERVICES

= \$1,300 x 718 = \$933,400.00

ELECTRICAL SERVICES

= \$675 x 239 = \$161,325.00

FIRE SERVICES

= \$360 x 239 = \$86,040.00

PLUMBING SERVICES

= \$167.50 x 479 = \$80,232.50

LIFTS (AREA)

= \$602.50 x 34 = \$20,485.00

COST OF LIFTS

= \$1,000,000 x 3 = \$3,000,000.00

ESCALATORS(AREA)

= \$602.50 x 36 = \$21,690.00

COST OF ESCALATORS

= \$1,000,000 x 3 = \$3,000,000.00

TOTAL CONSTRUCTION COST

= \$64,163,417.50

~ \$64 MILLIONS

23. Code compliance

23.1 Statutory Requirements for Site Development

Class of site:

"Class C" (bounded by Harbor Road at south, Shu Kuk Street west and Kam Hong Street at east with width of street not less than 4.5m, the side of the site is Victoria Harbor)

Land usage (from OZP):

Area for bus terminal is classified as "Government/Institution/Community uses"

Area for North Point Ferry Pier is classified as "Other Specified Uses"

In OZP, the area for "Pier" only has a restriction on design of kiosks. Kiosks should not be greater than 10m each in area and not more than 10 in number for uses as retail shop and services trades are considered as ancillary to "Pier" use.

Height restriction: 529 m

Lease:

By Planning Department, the site is zoned for Government, Institution and Community use, there is no lease of the site can be founded.

Statutory Regulations:

The following is the list of statutory regulations, which have to be considered during the design of the project:

- Town Planning Ordinance
- Town Planning Regulations
- Building Ordinance
- Building Regulations, Chapter 123
- Place of Public Entertainment Regulations
- Ferry Services Ordinance
- Ferry Services Regulations
- Civic Centres (Urban Council) by-laws
- Code of Practices and PNAP

The above are the main regulations to be considered during the development of this project. As the site is zoned as G/IC, the development for the community facilities may not need the approval of Town Planning Board as the development is belonging to the government. However, redevelopment of the Pier with modification of usage, may need the approval of the master planning of the Town Planning Department.

23.2 Hong Kong Planning Standard and Guidelines

There are sets of guidelines suggested by the Planning Department on planning issues, the following are a set of relevant Hong Kong Planning Standard and Guidelines on this project:

- Chapter 3 Community Facilities
- Chapter 4 Recreation and Open Space
- Chapter 6 Retail Facilities
- Chapter 8 Internal Transport Facilities
- Chapter 9 Environment

Chapter 3 Community Facilities

In Hong Kong Planning Standard and Guidelines Chapter 3 Community Facilities, it contains guiding notes on requirements of cultural complexes. There are two broad types of cultural complexes:

• Principal cultural focus of the community, which can also accommodate international events. For cultural focus for major district events, which aims to serve the neighborhood.

There are guidelines about the location of the complexes. It should be located in a visually prominent position and create an architectural composition of a high standard. Besides, it should also locate in close proximity to principal public transportation routed and terminus. The facilities should be easily accessible to major concentration of people, such as near main shopping and business areas. Moreover, Libraries should be provided in the cultural complexes.

Chapter 6 Retail Facilities

For the design of retail facilities, there are different standards from different government bodies, such as USD & RSD, and Housing Authority. For the standard of USD, there should be 1 stall per 55065 households or approximately 40-45 stalls per 10,000 population. The optimum size of market site is about 3,000 sq.m. for 200 stalls, thus, the area of each stall is about 15 sq.m.. Site with area less than 2,000 sq.m. which accommodates less than 200 stalls may have to be considered on individual viability basis. The area required for single storey market is 0.065 sq.m. to 0.073 sq.m. per person and two storey market is 0.040 sq.m. to 0.45 sq.m..

For the location of market, it should be located within densely populated areas or close to residential areas, best to be within 10 minutes walking distance. The site is ideally to be easily accessible and visible from the public. It is preferable for single storey market with more than one street frontage. In normal circumstances, the market should not be built more than 2 storeys. Other environmental aspect should be considered in the design, such as waste water disposal, noise and odor. The loading and unloading area for delivery of goods should also be well considered..

Chapter 8 Internal Transport Facilities

From the guidelines of chapter 8 on Internal Transport Facilities, the size of ferry pier depends on the number of routes being served. The waiting area per person is about 0.28 sq. m. There is always an interchange of transportation node provided attached to the ferry pier. The surrounding road network should have sufficient capacity of handling the volume of pedestrian traffic. In the design of pier, special consideration, such as exposure to wind, water currents, wave height and swell, depth of water, presence of any underwater utilities and draft of vessels should be taken into account. It should be aware of the disposal of waste or oil from ferry and also pier.

Parking requirements are also included in this guidelines.

Chapter 4 and Chapter 9 Recreation and Open Space, Environment

In Chapter 4, it is mainly dealing with design of open space and green area, which is necessary for design of the open space in North Point. In Chapter 9, Heading 5 is about water quality, which has to be considered in waterfront development.

24. Review - Programming Stage



review 1

Each district along the coastal line of Hong Kong Island has its own identity, however the identity of North Point seems fading.



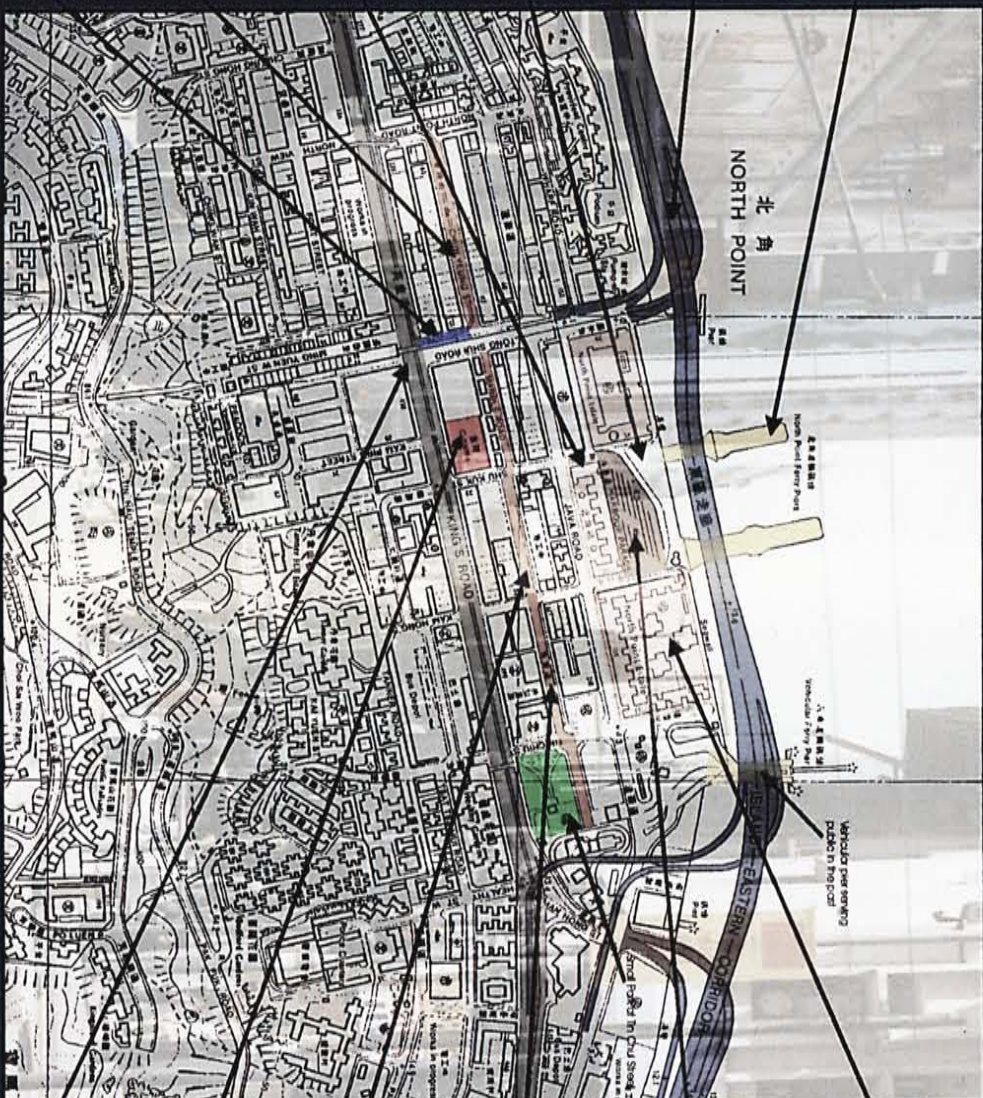
summary - precedents



summary -
site analysis



concept of design



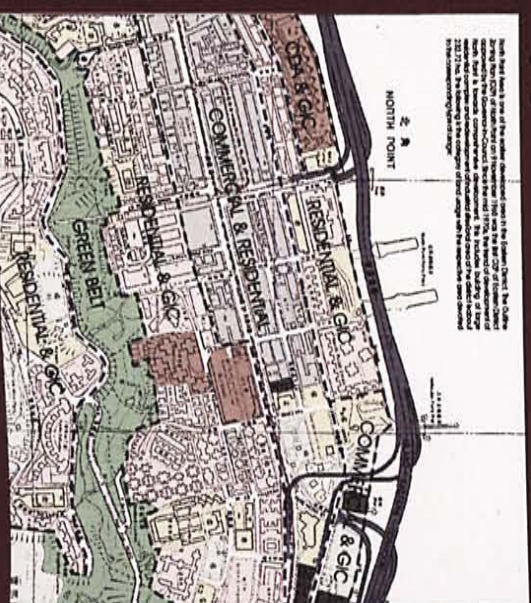
Discovery of Identity - North Point Waterfront Redevelopment ~ analysis of district

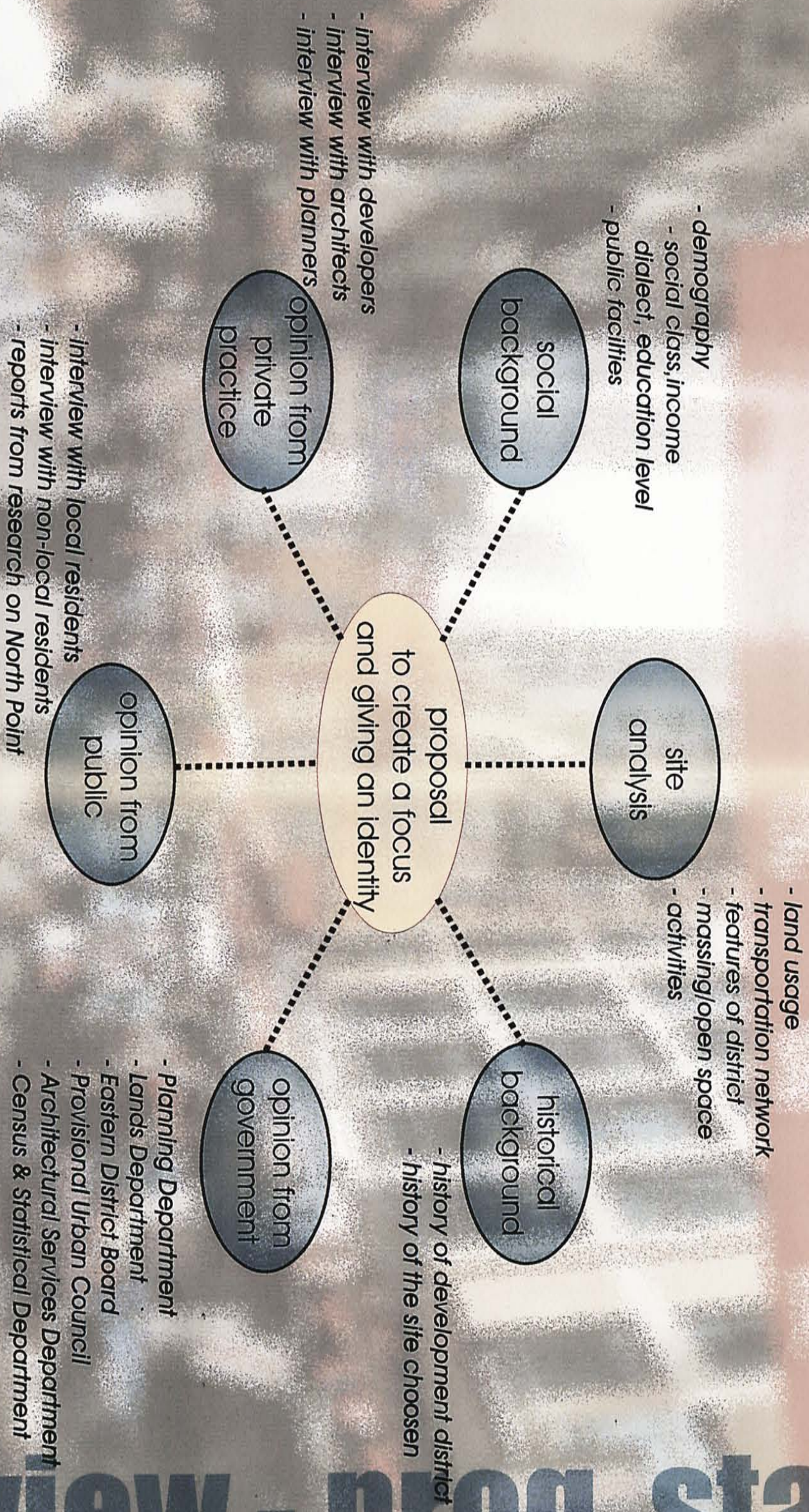
Planning Department

City Centre

Mong Kok District

Wong Chai Wan





METHODOLOGY

review - prog. stage

CONCLUSION

- Demography of Hong Kong and North Point

The total population of the Eastern District extended from Victoria Park to Chai Wan is 594 087 from the By-Census in 1996. The population at the heart of North Point contributes to 1/6 of the total population of the Eastern District. Half of the population in Eastern District with Fukien dialect lived at the heart of the district. A quarter of Shanghai people in Eastern District also lives around the centre of North Point. Thus, the centre of North Point is composed of a mixture of people speaking different Chinese dialect.

Most of the population in 1.5.3 tertiary planning unit of North Point attains upper secondary education. 50599 of the population are economically active and 42133 will economically inactive; most are students, retired persons and home-makers in decreasing order. Most of the occupations of people are elementary and not professions. The mode of the monthly income is 10,000 14,999. Thus, population of the centre of North Point is middle class and



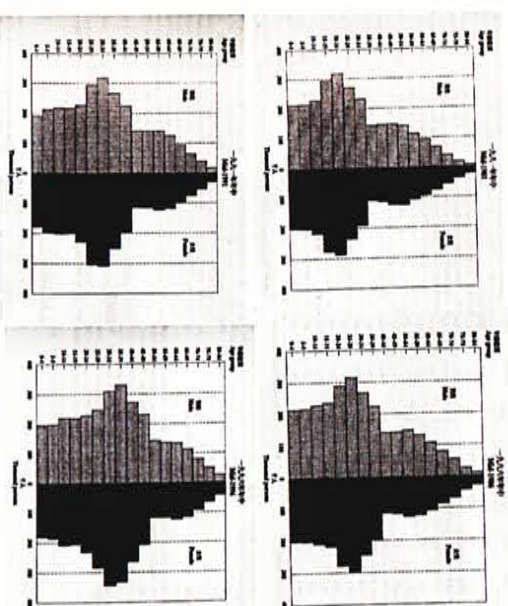
prosperity and festive scene

- Historical Background

North Point is under continuous development under early 20 century. Most of the development are located along King's Road, which contributes to the prosperity of the district. As a lot of Shanghai people settle in North Point during the period of civil war in China, lots of entertainment facilities are developed in 50s and 60s, which contributes to the glamorous history of the district. Besides, the coastal area of the district are mainly formed by reclamation, which formed the valuable development in recent years. The reminiscence of the past is the prosperity

- Existing Development and Public Facilities

Inside the district, most of the existing developments are private residential complexes and commercial buildings. New shopping arcades are open continuously to satisfy the normal household needs. For the public facilities, there are two public libraries, 2 indoor markets, 1 indoor games hall and a new municipal complex is built. Most of the cinemas in the district are closed down.



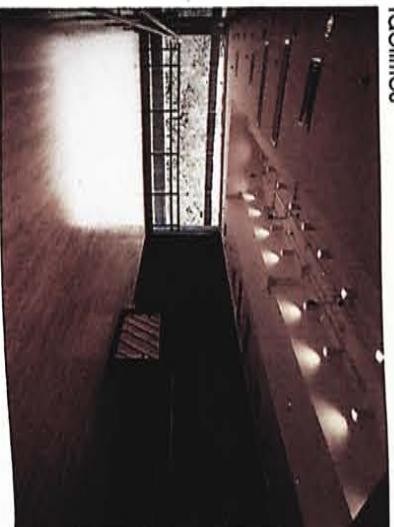
continuing rejuvenation and aging trend



serving the elderly



middle income class

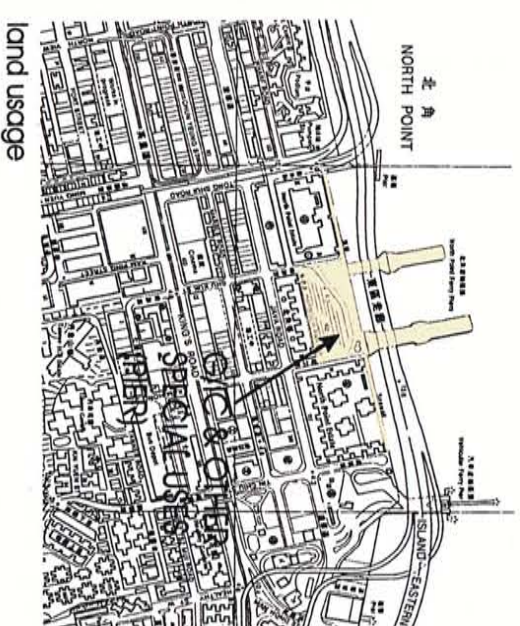


a lack of cultural and entertainment facilities

CONCLUSION

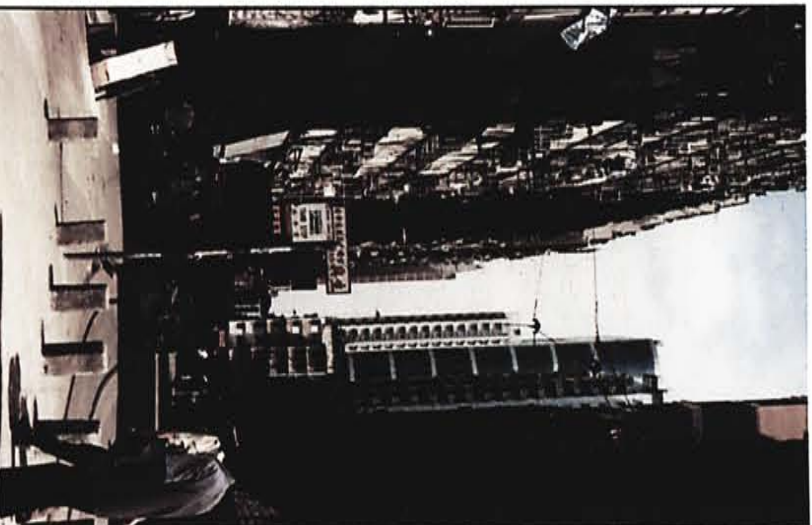
- Planning Issues from Planning Department

According to the guidelines of Planning Department, the site of bus terminal and ferry pier belongs to the classes of G/C and Other Special Uses. Most of the landuse along King's Road is devoted for residential and commercial development. According to the Metrolplan, it is intended to build waterfront promenades and improve the waterfront quality. From the studies on



- Views of local Residents

As the district has started to develop since early 20 century, North Point is quite a fully developed district. The interviewees' impression of the district came to a conclusion of very crowded. The remarkable landmark of the district includes the street markets of the past Chun Yeung street and marble street. Besides, the bus terminus and passenger ferry pier also acts as an important landmark.



crowded and chaotic

Most of the residents are satisfied with the existing public facilities. However, they are not so fully satisfied with the current standard of living quality. They think that the district is overcrowded and densely populated. Old buildings should be redeveloped. The current situation is quite chaotic.



request for more open space and waterfront promenade



waterfront development, a need for more passive open space

HISTORICAL BACKGROUND

Before the arrivals of the British, North Point was only a barren and solitary spot. Very few farmers and fishermen were lived near the coastal area.

In 1919, a power station was built in North Point to support the service of power station in Wan Chai by the Hong Kong Electric Co., until the development of Ap Lei Chau power station in 1968. In 1930s the Government started reclamation projects in North Point and the districts started to develop. Factories and godowns were built and the sea transport was developed. Most of the godowns and piers were located at the present "Wharf Road", which reminds us the history of this area. In 1936, the main land transportation networks, King's Road was developed, which was an important connection among North Point and other districts.

In 1949, there was an influx of Chinese immigrants because of the civil war in China. A lot of wealthy people moved and settled in Hong Kong, especially those from Shanghai. Luxurious entertainment facilities were built, such as amusement parks - Ming Yuen, Yuet Yuen and Ritz Garden. Streets



1949



1963



1993

old North Point



OPINION from PUBLIC

impression

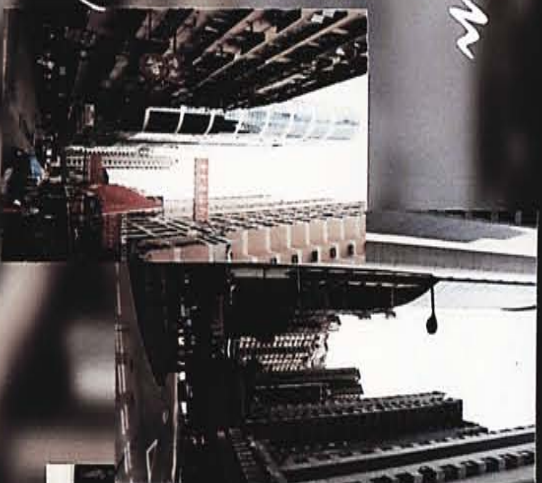
old vs. new

crowded

open space, green space

humanized waterfront

expectancy



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